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News, Views
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'91 Preview



MANSELL COMES HOME!
The 'lion' on his '91 hopes

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A New Analysis Column
with JOHN WATSON

The International Formula One Monthly

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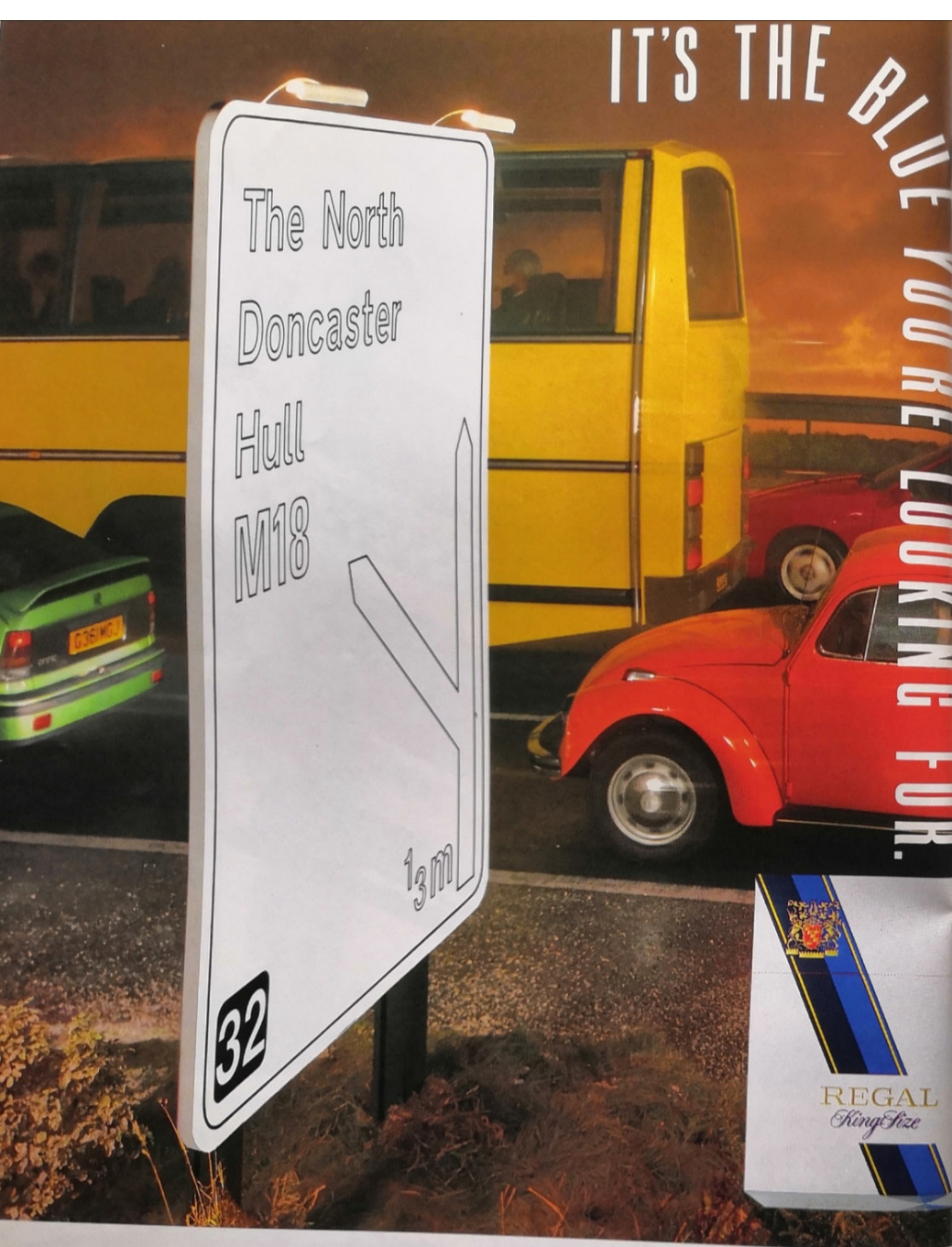
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GRAND PRIX EDITIONS

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Editor: Timothy Collings

Chief Photographer: Steven Tee, LAT.

Photographers: Dominique Leroy
 Pascal Rondeau
 Allsport
 Lee Farrant
 Herke de Vries
 Sporting Pictures
 Words and Pictures.

Contributors:

Derick Allsop
 John Blunsden
 Richard Chandler
 Bob Constanduros
 Gerald Donaldson
 Wagner Gonzalez
 Alan Henry
 Eddie Jordan
 Dan Knutson
 Peter Nygaard
 David Phipps
 Andy Smith
 John Watson
 Byron Young
 Eoin Young.

Advertising:

Nigel Bellwood
 Martin Randall
 Clive Gordon

Production:

Nick Hervey

Publisher:

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POLE POSITION

It is with a rare sense of anticipation that we look forward to the start of the 1991 season in Phoenix in just a few days' time. After a winter of changes in many aspects of our sport, there is a real prospect of closer racing involving more teams than in recent years and a season which will run to the finish in Adelaide on November 3. After the contentious finale last year in Suzuka, we can only hope that 1991 will be a season distinguished by clean, sporting behaviour and courtesy on and off the circuit.

The introduction of 10 points for a win, instead of nine, and the accumulation of points from all 16 rounds of the World Championship, instead of only 11, will give victory a greater reward and reliability a greater importance. The introduction of FISA's Commission of Inquiry into Safety and the removal of a driver's right to race in a spare car if he is involved in an accident on the opening two laps may have less predictable effects. The technical changes, designed to slow down the cars and make the racing safer, can only be analysed accurately after the opening races, but it is clear already from pre-season testing that speeds in general are unlikely to be reduced.

This season will see two new circuits, two revised circuits, new engines aplenty, two new teams and five new drivers: all remarkable in an age of deepening recession and the war in the Gulf. But the focus, as ever, will remain at the head of the field where Ferrari, McLaren, Benetton and Williams are expected to lead the way again. Each team has the potential to win. Each has worked hard to create a new, improved package for 1991. Each has an outstanding driver with prospects of taking the Drivers' Championship himself.

Given the acrimonious winter Formula One had endured before



Will Alesi's arrival help Ferrari lead the way?

the start of the 1990 season, it is encouraging to see so many changes as a prelude to the 1991 season. The atmosphere last year was always tinged with the feud which continued between Alain Prost and Ayrton Senna right through to Adelaide, where Prost's silence was at least overshadowed in the end by the

enduring memory of a fabulous race and a triumphant victory for Nelson Piquet ahead of Nigel Mansell. With these four in separate teams, the prospects of a memorable year ahead are high. We hope the excitement of Australia, not the sadness of Suzuka, will be the memory which sets the tone.

**WE'RE OFF - GRAND PRIX '91
START HERE**



Jordan names de Cesaris as second driver

Eddie Jordan's Team 7UP Jordan sprang a last-minute surprise when they signed Italian veteran Andrea de Cesaris to partner Bertrand Gachot in their 1991 line-up on the day the full drivers' list was announced in Paris last month (February).

Few observers expected de Cesaris to join Jordan. He had been more widely expected to stay with AGS, with whom he had a pre-season agreement, but Jordan sprang a surprise — and in the process gave Sweden's Stefan Johansson a return to F1 with AGS.

He said: "I actually raced against Andrea in Formula 3 when he was only 17. I remember thinking how fast and determined he was. I have always felt that he could produce top results in F1 if only he had the right equipment."

The full entry list shows 34 entered drivers will contest the Championship, although it is unlikely that Martin Donnelly will be fully-fit in time to race in Phoenix or Brazil. Johnny Herbert is tipped to be his replacement for Lotus in those two races.



Ferrara Power for Piero

Andretti looks forward to 'great career move'

Quiet satisfaction issued from both McLaren and their would-be F1 star Michael Andretti after the American's first test run for the team at Estoril last month (February), writes Andy Smith.

And that despite the fact that the three-day session was disrupted by heavy rain and Andretti completed only 23 laps in one of last year's cars — and suffered a broken gearbox after only three laps.

"All weekend, I'd been at Daytona," he said. "Driving in the 24-Hours. I was still in what you might call my a small wrist movement."

"So, I went up against reverse gear, not hard, but the sort of thing that you might get away with in an Indy car. The F1 gearbox, though, is a lot lighter and more fragile."

During his 23 laps, Andretti managed a best time of under 1: 20 which was a second slower than Allan various points around the Estoril circuit.

Andretti was not impressed by F1's reliance on computers. He said: "My impression is that F1 takes a lot

less suggesting what should be done to improve it."

And he added: "The cockpit's sides are so much lower and you get and you get the feeling that it is so much more exposed. That takes some getting used to."

The weather and the gearbox mishap, however, did nothing to blunt his ambition to be the first American to win the F1 World Championship and indeed an F1 race since his father Mario 13 years ago.

"I'm going to shoot for F1 in 1991," he said. "Always providing it is the right opportunity of course. F1 is still the World Championship and I think for a driver to win it is still the highest honour in racing."

Andretti, 27, is keen to show what Americans can do. He said: "I'm anxious to show the Europeans that there represent the CART fraternity."

He has the support of his father who advised him to wait last year when Benetton approached him to replace McLaren's base in Woking.

He said: "Their facility is incredi-

ble. No doubt about it. A hard act to beat. We worked out an agreement that, hopefully, will be right for McLaren — and for me."

Andretti will be testing for McLaren this year when available and when it fits in with commitments on both sides. "I hope to be with McLaren in 1991," he said. "I feel very welcome with a team that is so professional."

Both Mario and Michael Andretti are in the final year of their contracts with the Newman-Haas Indy team. Mario has given his son full backing to go for F1 in 1992.

He said: "It is a great career move. He is ready to go. And there is nothing like getting to know the animal first — the car, the tracks are not so much of a problem. In 10 laps you are usually okay. Basically, I think the skills required to drive Indy cars or compete in F1 are on an equal level."

For Michael Andretti, it would be something special to represent the United States in F1. "For me, carrying the the Olympics."

1991 - the official entry list

- | | |
|---|--|
| 1 Ayrton Senna (Brazil) <i>McLaren-Honda</i> | 19 Nelson Piquet (Brazil) <i>Benetton-Ford</i> |
| 2 Gerhard Berger (Austria) <i>McLaren-Honda</i> | 20 Roberto Moreno (Brazil) <i>Benetton-Ford</i> |
| 3 Satoru Nakajima (Japan) <i>Tyrrell-Honda</i> | 21 Emanuele Pirro (Italy) <i>Scuderia Italia-Judd</i> |
| 4 Stefano Modena (Italy) <i>Tyrrell-Honda</i> | 22 J.J. Lehto (Finland) <i>Scuderia Italia-Judd</i> |
| 5 Nigel Mansell (Britain) <i>Williams-Renault</i> | 23 Pierluigi Martini (Italy) <i>Minardi-Ferrari</i> |
| 6 Riccardo Patrese (Italy) <i>Williams-Renault</i> | 24 Gianni Morbidelli (Italy) <i>Minardi-Ferrari</i> |
| 7 Martin Brundle (Britain) <i>Brabham-Yamaha</i> | 25 Thierry Boutsen (Belgium) <i>Ligier-Lamborghini</i> |
| 8 Mark Blundell (Britain) <i>Brabham-Yamaha</i> | 26 Erik Comas (France) <i>Ligier-Lamborghini</i> |
| 9 Michele Alboreto (Italy) <i>Footwork-Porsche</i> | 27 Alain Prost (France) <i>Ferrari</i> |
| 10 Alex Caffi (Italy) <i>Footwork-Porsche</i> | 28 Jean Alesi (France) <i>Ferrari</i> |
| 11 Mika Hakkinen (Finland) <i>Lotus-Judd</i> | 29 Eric Bernard (France) <i>Larrousse-Ford</i> |
| 12 Martin Donnelly (Britain) <i>Lotus-Judd</i> | 30 Aguri Suzuki (Japan) <i>Larrousse-Ford</i> |
| 14 Olivier Grouillard (France) <i>Fondmetal-Ford</i> | 31 Pedro Chaves (Portugal) <i>Coloni-Ford</i> |
| 15 Mauricio Gugelmin (Brazil) <i>Leyton House-Ilmor</i> | 32 Bertrand Gachot (Belgium) <i>Jordan-Ford</i> |
| 16 Ivan Capelli (Italy) <i>Leyton House-Ilmor</i> | 33 Andrea de Cesaris (Italy) <i>Jordan-Ford</i> |
| 17 Gabriele Tarquini (Italy) <i>AGS-Ford</i> | 34 Nicola Larini (Italy) <i>Modena-Lamborghini</i> |
| 18 Stefano Johansson (Sweden) <i>AGS-Ford</i> | 35 Eric Van de Poele (Belgium) <i>Modena-Lamborghini</i> |



Michael Andretti - keen to show what he can do for McLaren

Pit Notes

■ Martin Donnelly's nomination as Lotus's number one driver is further proof of the phenomenal recovery being made by the Ulsterman from the serious injuries he suffered at Jerez last year.

■ A special ceremony to mark Phil Hill's achievement in being the first American to win the World Championship 30 years ago will be held prior to the start of the United States Grand Prix in Phoenix. Born in Miami, Hill was brought up in Santa Monica, California, where he continues to live today.

■ Mounting speculation surrounding the future of Grand Prix racing on satellite television suggests that British followers may once again be left with little choice but to watch the BBC once again if, as rumoured, last year's Eurosport coverage, could be ditched. Rupert Murdoch is reported to be in the process of selling Eurosport and plans for the new season were still unclear as GPE went to press.

■ Honda's decision to supply two teams with their engines in 1991 (McLaren with the V-12 and Tyrrell with the V-10) has focussed greater attention than ever before on the new yet-to-be-seen McLaren chassis. It was at first thought that Tyrrell would be a 'b' team to the McLaren outfit, but it now looks more likely that Tyrrell will be a cuckoo in the Honda nest. Much of McLaren's 1991 ambition is pinned on the work of aerodynamicist Henri Duran while Tyrrell has the benefit of Pirelli tyres, a tried and tested chassis and a well-proven engine.

■ Sandro Nannini is aiming to be back at the wheel of an F1 Benetton in June. The Italian, whose right arm was severed in a helicopter crash last October, told Benetton Director Flavio Briatore last month that he wanted to go testing "in four months" time.

"Give us a chance to solve our own problems," say drivers

Give the drivers a chance to solve their own problems — and do not punish the innocent victims of starting grid pile-ups and first lap accidents.

That was the clear pre-season message from the drivers to the rule-makers at the International Motor Sports Federation (FISA) as they considered close-season changes in the regulations and introduction of Safety Commission.

As the FI circus prepared for the opening race in Phoenix on March 10, Nigel Mansell and Nelson Piquet, two of the most experienced men on the circuit, typified the general view.

Mansell said: "Normally the drivers know exactly what has happened when there is an incident. I think it would be nice to have things like they were eight years ago when we sorted all the prob-

lems out for ourselves.

"You have a good argument and then it is finished. At least you do not get fined 50,000 or 100,000 dollars."

Piquet said: "At the start, you can be involved in so many incidents simply because of bad luck. You should have a chance to use the spare car."

None of the drivers have given support to the FISA's latest actions. These, briefly, prevent a driver from switching to a spare car if an accident stops a race before it is two laps old; changed the points system so that 10 points are awarded for a win and a driver's best 16 results, instead of 11, count towards the championship; and created the Safety Commission.

The loss of the spare car after a start-line accident is the least popular of all.

Emanuele Pirro said: "I don't think this rule will stop the drivers from doing silly things. Nobody who is doing a silly thing thinks he when he is actually doing it. It only turns out to be silly afterwards."



Unfair: Patrese

Riccardo Patrese agreed. "I don't see the point," he said. "You can have an accident that is not your fault at all. But you must be out of the race. Why?"

"If you didn't do anything wrong, why can't you re-start if there is a new start. And then, also, you could have an accident with six or seven cars. Then what do you do? Run a Grand Prix with only 19 cars? This rule looks very strange to me."

The new rulings on points have been more warmly welcomed. But, as Patrese pointed out, it is a rule which will only affect the men in with a chance of winning the title. "Not all drivers have the opportunity to score points in all 16 races," he said. "So this will only affect the drivers with reliable cars."

Mansell echoed Patrese's views. He said: "If I have a reliable car in

all 16 races, then I shall be very happy with this rule. It puts more emphasis on reliability. Maybe it is a good rule for McLaren and Ferrari."

The newly-formed Safety Commission was a more controversial creation. As GPE went to press, FISA's Plenary conference announced revised rule changes which effectively reversed their earlier decisions - full report next month.

Piquet said he believed the Commission needed the right people to serve on it. "They need someone who understands racing. A driver could help, but many ex-drivers say so much rubbish on TV...I think it would have to be somebody who really cares about the sport, looks very carefully and doesn't get involved with the opinions of other people."

Gerhard Berger echoed another

widely-held view among the drivers. He said: "I think it is right to try and reduce accidents because that is what we all want. But FISA has to be very careful not to go in the wrong direction so that we don't have races anymore. Races always means accidents."

"If you have fights — an example is the 1990 Mexico Grand Prix — then you risk accidents. Nigel and I had a fantastic race. Everybody, including Balestre, congratulated us afterwards. They said it was fantastic to watch."

"Everyone was happy. But, in a race like that you can crash so easily — without Nigel or me making a mistake. It could be the wheels just get a little too close together. Then, you are not congratulated anymore — you are the bad boy. FISA has to find the right balance."

DAN KNUTSON

Lost downforce quickly regained by Ferrari

The aerodynamic restrictions introduced by FISA this year as part of its package of new technical regulations caused Ferrari to lose 10 to 15 per cent of last year's downforce. But the scarlet Scuderia regained most of that lost downforce by the eve of the season, as Alain Prost showed by shattering the lap record in testing at Paul Ricard.

This suggests that the rule changes were a waste of time and effort — and failed to slow down the cars. But is this true? Not at all, according to Ferrari designer Steve Nichols.

He said: "Even if we are running the same speed now as in 1990, we would have been even faster without the new rules. They (FISA) have not touched the engines. But it is difficult for them

to reduce engine power because they have given the manufacturers this 10-year stability period which we are only three years into."

Leyton House designer Chris Murphy agrees with Nichols that something needs to be done to slow the cars down, make them safer and prevent the teams from making the big gains they achieve each year.

"The regulations do need to be structured in such a way that it at least makes it more difficult for us to make the big gains that are made each year," he said. "What happens has a multiple effect — we make aerodynamic gains and mechanical gains through materials and stiffnesses of structures. The tyre companies seem to make some gains and bring a bit more grip."

"As a result the whole thing moves on. This year we are up to 4.5 G loadings in the corners. And this is pretty severe. We are certainly not up to the blackout stage, but the loading on the driver's head and neck is very high indeed. Particularly because the driver is subjected to buffeting in the car

THE NEW RULES FOR 1991

In brief, the chief new aerodynamic changes are:

- 1 the rear wing overhang has been reduced
- 2 the width of the front wing has been reduced by 10 cms
- 3 the side plates/skirts on the front wing must be 25 mms higher than the bottom of the car

and cannot hold his head still anyway.

Ferrari has spent hours in the wind tunnel trying to regain the lost downforce which last year caused Prost last year on certain circuits to strap his head to the side of the car. But the engineers and drivers have discovered that recapturing the right chassis balance and set-up has been difficult.

Nichols said: "They have restricted the front more than the rear. I suppose FISA could keep doing nothing to the rear and just keep restricting the front more and more. And we would have to voluntarily reduce the rear just to balance the car. Or they could do it the other way."

"I don't particularly like either one of those approaches because I prefer the regulations to keep the



Faster and faster: Jean Alesi in the new Ferrari

car more in balance. If you are allowed a lot of front downforce with no rear downforce you are always tempted to warp the

mechanical set up of the car. That introduces some rather odd set-ups and in some cases some odd handling characteristics."

KEEPING TRACK: A DIARY OF WINTER NEWS

NOV 14

Sao Paulo: New world champion Ayrton Senna is put under police guard after a kidnap threat when he returns home from Australia. A group of top F1 designers met in London to discuss the new technical regulations for the sport.

NOV 15

Fiorano: Jean Alesi has his first run in a Ferrari and breaks the record at the team's test track. Team manager Cesare Fiorio denies that Alain Prost is intent on retiring. In Modena, Belgian Eric van de Poele signed to drive for the new Modena Lamborghini team. Olivier Grouillard resigns for Fondmetal (Osella).

NOV 20

Estoril: Nigel Mansell drives a Williams-Renault for the first time in testing in Portugal. Mansell does 25 laps in a standard FW13B. By the end of the week, he was topping the times.

NOV 21

Vallelunga: JJ Lehto gives the Judd V10, installed in a Scuderia Italia Dallara chassis, its shakedown tests.

NOV 26

Silverstone: Martin Brundle is back at the wheel of a Brabham to test a Judd-engined BT59. Hopes that he could give the new Yamaha v12 a first run are foiled. The Yamaha shakedown is put back to December.

NOV 29

London: According to reports, former Lotus team manager Rupert Manwaring quits the Norfolk team and signs for Tyrrell whose former manager Joan Valladelprat leaves to join Benetton.



Jean Alesi
at Ferrari -
see Nov 15

NOV 30

Witney: Benetton announce they are switching from Goodyear to Pirelli rubber for 1991. The deal will last for three seasons. It is seen as a bold move by Benetton Technical Director John Barnard who says: "The most significant aspect of this agreement is the relationship we are establishing with Pirelli. Effectively this means we will be working closely with a tyre manufacturer willing to conceive and develop specific tyres for our chassis." Benetton's switch to Pirelli is accompanied by Minardi's move from Pirelli back to Goodyear, following their deal with Ferrari for v12 engines.

On the same day at **Magny-Cours**, Erik Comas has his first run in a Ligier who have signed former Lotus designer Frank Dernie. Meanwhile, at **Silverstone**, John Watson gives the new Jordan Grand Prix car a successful and trouble-free shakedown test.

DEC 7

Wymondham: Team Lotus announces its long-awaited revamped management structure for 1991 and the signing of British Formula Three champion Mika Hakkinen. Former Lotus, Williams and Benetton team manager Peter Collins, in a consortium which includes Peter Wright and Horst Schuebel, takes over the management. It is believed that the Chapman family retain ownership of the team. On the same evening, in **Paris**, FISA, confirmed the creation of a Special Commission of Inquiry into Safety in F1. The idea is adopted unanimously the World Motor Sports Council. Ayrton Senna collects his award as world champion at a glittering black tie dinner in the company of many other champions and Soichiro Honda.

DEC 10

London: Martin Donnelly says he wants to get back to racing. In an interview with the Daily Telegraph, he says: "It is the only thing I really know how to do. For me, it is a big challenge to get back behind the wheel. I cannot really wait for it." Donnelly was seriously injured at Jerez in qualifying for the Spanish Grand Prix on September 28. Only a few days earlier, Sandro Nannini, whose right arm was severed in a helicopter accident in October, had told the Daily Mail of his hopes to return to F1 racing. "How can I thank the doctors and nurses for all they have done? There is only one way — I will drive again."

DEC 15

Estoril: At the end of a long week of testing, Alain Prost finishes with the top time in his Ferrari ahead of Nelson Piquet in a Benetton and Riccardo Patrese in a Williams.

DEC 17

London: A busy week in F1's driver and management market is topped by Mark Blundell's decision to join Brabham as number two to Martin Brundle and Roberto Moreno's success in landing the second seat at Benetton at last. Gabriel Tarquini also agrees to stay at AGS and Bertrand Gachot has his first run in a Jordan.

On the management front, Peter Windsor takes over as team manager at Williams while Brabham sign Dave Price and Ian Phillips, the former Leyton House managing director, joins Jordan. Lotus sign Enrique Scalabroni as Technical Director, replacing Frank Dernie.

DEC 19

Silverstone: Stefano Modena gives the new Tyrrell-Honda its shakedown test. The 020 is similar-looking to the 019. The team are delighted with the new package including the Honda R101E v10 engine.

JAN 1

London: Nigel Mansell is awarded an OBE in the British New Year Honours list. Eric Broadley, the chairman, managing director and chief designer at Lola, receives an MBE.

JAN 9

Silverstone: The newly-revised Silverstone circuit is unveiled by Bernie Ecclestone who experiences the first lap of the track alongside Derek Warwick in a Jaguar. Scuderia Italia and Minardi, with Judd and Ferrari power respectively, launch their new cars.

JAN 18

Le Castellet: Nigel Mansell in an FW13B fitted with an automatic gearbox is quickest in testing at the Paul Ricard circuit. Ferrari surprise everyone by unexpectedly unveiling their new Ferrari 642: Prost uses it to set the second-fastest time.

JAN 20

Kyalami: Nelson Piquet breaks the unofficial lap record at the South African circuit in his Benetton during Pirelli's tyre testing. The first pictures of Martin Donnelly are released as he makes extraordinary progress in hospital in London. He plans to marry his fiancée Diane McWhirter on April 13, after a stint at Willi Dungal's physio clinic in Austria.

JAN 24

Woking: Michael Andretti signs an agreement to test with McLaren International, starting with the Estoril tests in early February. Mika Hakkinen makes his Lotus debut at **Silverstone** in a Lotus-Judd 101. In Italy, Enzo Osella quits his old team and the team is renamed Fondmetal.

FEB 4

Didcot: Damon Hill is named as the new Williams test driver, replacing Mark Blundell who has joined Brabham. Jordan Grand Prix land a big deal with 7UP. The team is renamed Team 7UP Jordan. A new points scoring system, giving 10 to the winner instead of nine, is proposed. It is also suggested that 14 results and not 11 should count for the championship.



Erik Comas with Ligier - see Nov 30

Is there a Grand Prix future for South Africa?

After a six-year absence from the World Championship, there are increasing signs that the F1 circus may soon return to the troubled sub-continent of southern Africa where one circuit in particular is seeking to regain Grand Prix status.

■ BY STEVE KEALY

As South Africa continues to dismantle apartheid and the calls to end sporting sanctions grow, it is worth noting that the only currently-licensed circuit in all Africa lies halfway between Pretoria and Johannesburg. If the notion of holding at least one championship round on each continent becomes reality, Grand Prix racing will almost certainly return to Kyalami.

South Africa had a Grand Prix before the Second World War. It was held, at first, on a long road circuit outside the coastal town on East London in 1934. It returned there in 1960. But most people's thoughts of South Africa and F1 always go to Kyalami, a purpose-built circuit built 800 miles away from East London in 1961. Kyalami literally means 'our home' in the local tribal language and that is what it became to the South African Grand Prix after 1967 when Pedro Rodriguez won the inaugural race on the track in a Cooper-Maserati.

After the controversial hiccup of 1981, when no race was run, the South African Grand Prix returned to open the season. The following year, it closed the season and in 1985, when a youthful Nigel Mansell recorded his second GP win, it was second to last, before Australia. Mansell's triumph was the last, however, and no South African race has been held since. Mounting costs and political pres-

ures took their toll and the South African round was taken off the calendar. One of the results was that Bernie Ecclestone became the owner of the circuit for what was believed to be a nominal sum of just 20p. The track itself, designed in 1960, was no longer ideal for F1: it had a one-mile downhill straight which gave a gross advantage to the high-powered cars and new nearby residents had formed noise-abatement groups.

A new Kyalami was born with a new vitality and after a series of ownership changes, a new management team began to treat the circuit and its motorsport affairs like a business. The results were almost instantaneous. Two seasons of Porsche Turbo Cup races were held, each with a couple of imported Europeans to maintain an illusion of international status and by the end of 1990 a full field of German Touring Cars was shipped in.

In January, 1990, however, came the most significant signal for South African motorsport fans that a change was taking place when the Williams team used the circuit for winter testing. In a country which sees every Grand Prix live by satellite, the presence on South African soil of Riccardo Patrese and Thierry Boutsen and their F1 entourage was almost as good as having a race back again. Thousands of fans paid to stand and watch for hours as they tested.

Can the return of the Pirelli teams this year for testing be seen as a prelude to something else? There are good reasons to believe so. For a start, it is much cheaper for Europeans in South Africa with hotels costing only 30 per cent of their European counterparts. The weather is guaranteed. There are time and communications advantages too – South Africa is only two hours ahead of Britain – and

vital parts can be flown out quickly.

The economy, however, remains in a perilous state and, whatever the outcome of the latest political moves, the overall climate is not yet ideal. Kyalami's Chief Executive Dave MacGregor, who started his involvement with the circuit as a programme-seller nearly 30 years ago, is confident things will eventually turn full circle. The

track's motto for 1991 is 'Gearing up for the Big One', an optimistic slogan which MacGregor declines to discuss in depth. He was due in London late last month (February), however, for an important meeting with Ecclestone, which many believe concerns a contract for 1992, when South Africa hopes to return to the F1 calendar.

TEST REPORT: KYALAMI

Pirelli test, Kyalami, South Africa, January 14-24, 1991. Drivers/cars Nelson Piquet (Benetton-Ford B19CI), Martin Brundle and, Mark Blundell (both Brabham-Yamaha BT59Y's), Stefano Modena (Tyrrell-Honda 020).

"We had a problem last year in hot conditions on faster tracks and we're trying to improve our tyres for those conditions." In those words, Competitions Manager Dario Calzavaro summed up Pirelli's reason for shipping four F1 cars, about 80 people and 400 tyres to Kyalami for nine days testing.

But not everyone was concentrating on tyre testing, Brabham's seven-day sojourn was spent getting used to Yamaha's new V12 engine, chassis logging, collecting data and hoping the new power unit would run smoothly and reliably so exhaust and injection trumpet comparisons could be made.

The man who did most laps was Piquet, who logged 587 in all. He was at Kyalami for nothing but tyre testing and a little reliability running. He tested eight different race compounds, four qualifying compounds, both with four different constructions, did race distances,

qualifying laps and even provided enough information for a new tyre to be built up and flown out for his final couple of days.

Running qualifiers, Piquet lowered Thierry Boutsen's year-old lap record for the 3.8 kms circuit from 1:6.2 to 1:5.4 and ended his stay with what seemed to be a destruction test on his transmission.

But after Piquet had left South Africa, his record was beaten by Modena in the new Tyrrell-Honda 020. After shaking down the chassis, he had embarked on much the same programme as Piquet, although there were stoppages for engine and transmission problems and a couple of unscheduled off-track runs.

After an initial problem on qualifiers, Modena lowered the lap record to 1:5.00 and the following day to 1:4.62 on his second set of seven qualifiers he was due to test. Then he heard a noise in the engine and the team decided to call it a day.

Only one day was lost to bad weather and Pirelli and team engineers all agreed it had been a perfect venue for testing. Dave MacGregor and his Motor Racing



Stefano Modena in the Tyrrell-Honda

Enterprises staff made everyone welcome and did all they could to ease journeys and workloads. Everyone seemed pleased, though Piquet was wary of premature Pirelli euphoria. "We'll just have to see how the tyres compare when we're on the track with another 25 cars."

■ BY BOB CONSTANDUROS



Piquet at Kyalami



(Alamy/Peter Rendau)

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| Canadian GP | Montreal | June 2 |
| Mexican GP | Mexico City | June 16 |
| French GP | Magny-Cours | July 7 |
| British GP | Silverstone | July 14 |
| German GP | Hockenheim | July 28 |
| Hungarian GP | Budapest | August 11 |
| Belgian GP | Spa | August 25 |
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EXHAUST NOTES: GERALD DONALDSON



"Here in this disinterested Arizona ghost town, the sport maintains a precarious foothold in America"

There seems to be as much geography as there is history in the 33-year saga of the United States Grand Prix. In its quest for American interest the event has been led a merry chase to all points of the Stateside compass: around a derelict airfield in Florida, over a dusty course in suburban California, up and down the rolling hills of rural New York state, past a beached ocean liner on the West Coast, onto the parking lot of a Nevada gambling casino, into a traffic jam in the concrete canyons of a Michigan metropolis, then, after a wild west detour into the Texas panhandle domain of the dastardly JR Ewing, the circus arrived in the deserted streets of what appeared to be a ghost town in the middle of the parched Arizona desert. Here, ignored by hordes of disinterested Phoenicians, the sport maintains a precarious foothold in the U.S.

Still, when the green light flashes on Jefferson Street in downtown Phoenix to start the 1991 season, it will mark the 43rd World Championship F1 race on American soil. For several seasons there were two USGPs and in 1982 there were three (at Long Beach, Dallas and Detroit). Historians will note that, since the series began in 1950, only Italy (with 53 events when San Marino and Monza are run this year) and England (44 as of Silverstone in July) have held more races. But the American events outnumber those held in

France (Magny Cours this year will host the 40th), the country that first called an automobile race a Grand Prix - in 1906. However, despite its past glories, notably at Watkins Glen (for 20 years) and Long Beach (8 years), the current USGP is arguably the weakest link in the F1 chain.

The embarrassing absence of spectators in Phoenix last year (race attendance was announced at between 10,000 and 15,000) had a decidedly detrimental effect on the average Grand Prix weekend attendance of 163,519. Meanwhile the local heroes in the CART series attracted an average of only 12 less persons per event than F1 did around the world. And the good old boys in their bellowing NASCAR stockers outdrew both F1 and CART with a total of 3.38 million fans (albeit in 29 events). So, in the race for public interest and media attention in America, poor old Ayrton Senna is very much a backmarker to the likes of 'Little Al' Unser and 'Ironhead' Earnhardt.

This state of affairs is of major concern to FISA's Vice President of Promotional Affairs. And, while Bernie Ecclestone has no ready answers to the American apathy for the product he has to sell, he can explain how F1 got to Phoenix after leaving Selbring (1959) and Riverside (1960): "Watkins Glen forgot to pay us \$800,000 one year so we didn't go back...Las Vegas

was not the place we wanted to be...the Dallas promoter got himself into trouble...Long Beach built new hotels and shortened the circuit and it wouldn't meet the criteria of FISA...Detroit was not prepared to raise their standards to the standards I want.'

While Phoenix met his standards most of its citizens were unimpressed when they first met Bernie and company in 1989.



Bernie Ecclestone - Phoenix met his standards

Typical was the response of a local newspaper columnist who (after being tossed out of the pits for not having the proper credentials) wrote of being insulted by Ecclestone's complaint about the lack of promotion and media coverage. In a piece entitled 'Officials Whine Above Engines' the cynical scribe went on to disparage F1 and its leading players and was unable to differentiate between 'Alain Senna and Ayrton Proust.' (Perhaps he was confused by the Phoenix

press kit which contained phonetic solutions to the puzzle of pronouncing the drivers' names: 'Pee air On ree Raf an el, Ny jil Man sil, Ma kay lay Al bor eh toe'). Anyway, the jaundiced journalist didn't really care and finished up by comparing F1 unfavourably to the normal Phoenix traffic: 'You can see a better race between the curb cruisers along Central Avenue on Friday and Saturday nights.'

Such journalistic jibes only continued a long tradition of verbal sparring between the European and American racing press. The first US writers to cover F1 made sport of the appearance of the establishment 'motoring journalists' and wondered why they affected such bizarre adornments as beards and deerstalker hats. On arriving at Watkins Glen the visiting F1 media men observed that 'American racing crowds have little dress sense' and were dismayed at the flamboyant manoeuvres of the lavender-suited, cigar-smoking, official starter (Tex Hopkins) who tended to leap high in the air and contort himself while performing his flag

waving duties. Sniffed one offended journalist, 'His antics suggest that he has a natural flair for ballet...I suggest he confine himself to that medium. There is no place for such buffoonery on the grid of a World Championship Grand Prix.'

In later years most race reports from 'The Glen' featured the box score from the notorious 'Bog', a swampy area opposite the pits where drunken fans tended to run amok and burn vehicles (the record, set in 1973, was nine cars and three buses). At Long Beach the women's blue-rinsed hairdos and rhinestone-festooned glasses were deemed noteworthy of derision and Las Vegas was described by one British writer as 'the anal rectum of the civilised world as we know it.'

In Detroit the hope that some of the imported European glamour and sophistication would revitalise the city's decadent image was sabotaged by those in the F1 press corps who dubbed the race 'The Murder City Grand Prix.' The Detroit press shot back by questioning the manliness of 'The Prix'

regulars, suggesting they preferred dainty cucumber sandwiches to three quarter pound whopper hamburgers, and speculating that any red-bloodied all-American boy in a souped-up Camaro could go faster in a parking lot in reverse than the average speed attained by the F1 cars around the streets of the Motor City.

In truth, the majority of the citizens in the land of the free and the home of the brave tend to be suspicious of anyone who doesn't have an Uncle Sam, or anything that isn't Made in the USA. From their point of view FISA's foreign form of racing (despite its millions of Yankee dollars in sponsorship) is a distinctly un-American activity. As Bernie Ecclestone notes, "Americans are really very provincial people. They think that America is the end of the world and that's it. Because CART racing takes place there all the time, they say it's American racing. But there's very little about CART that's American: English cars, English mechanics, lots of foreign drivers as well. It's all to do with how

people perceive things."

In order to change American perceptions Bernie has to counteract the highly industrious CART propaganda machine which cranks out a steady stream of superlatives. In the official 'Indy Car World Series Spectator Guide' (under a section headed 'World's Fastest Racing Machines') the US fans are told: 'Today's Indy cars are the fastest and most sophisticated racing machines in the world...No other cars in racing, including the widely-publicized Formula One (World Grand Prix) cars, can even closely approach these speeds.' Furthermore, its ever-increasing prize money makes CART 'the world's richest auto racing series' and the combined effect of all the wonderfulness 'has propelled CART Indy Cars to a lofty status in international motorsports.'

In America he shouts loudest draws the biggest crowd and to get their attention Bernie needs to speak to US sports fans in their language, which places great emphasis on statistics and dollars. They need to be told that the super-exotic, absolutely highest tech, seven speed semi-automatic gearbox Ferrari 641/2 F1 car (which costs umpteen million dollars) will accelerate from zero to 180mph in 10.81 seconds and that its (\$10,000) carbon fibre disc brakes can bring it to a halt from that speed in 160 yards. When CART boasts about the \$4,266,955 prize money accumulated by A.J. Foyt in 34 years of Indycar racing FISA should point out that Ayrton Senna will make about three times that much this season.

To help make F1 more palatable for US consumption it needs to be given a slice of the proverbial apple pie. It would help if Chevrolet hopped on the Grand Prix bandwagon with Ford by stamping their logo on the can-covers of the Ilmor engine (as they did in Indycar racing) and if Chrysler put more emphasis on their Lamborghini link. Another essential move is to transport the USGP to a proper road racing cir-

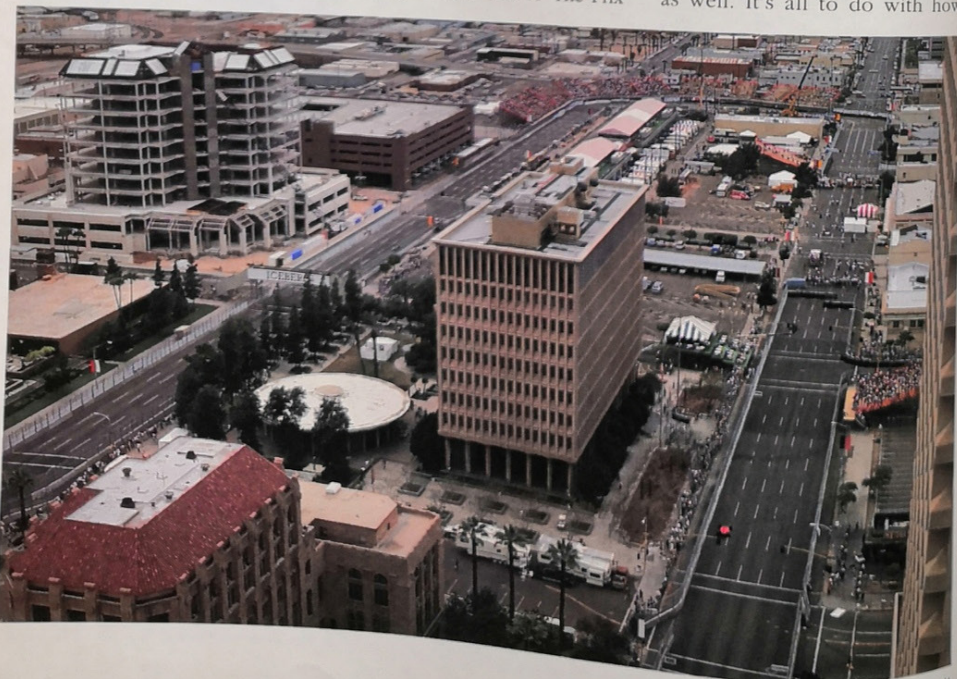


Phoenix has an embarrassing absence of spectators

cuit somewhere in the plentiful American landscape, preferably in an area of the country where a non-oval track racing tradition prevails. A return to Watkins Glen-style venue would surely rekindle enthusiasm and it is worth noting that most Porsche marketing and design decisions are based on the desires of Californians.

But to really capture the American imagination a native son must be seen waving the Stars and

Stripes. Though Bernie Ecclestone raised US ire when he said that no CART driver could even pre-qualify for a Grand Prix, the F1 ringmaster sorely needs a latterday Phil Hill, Dan Gurney or Mario Andretti to perform in his travelling circus. With someone like Al Unser Jr, or Michael Andretti (both of whom want to do it), behind the wheel, F1 would finally "arrive" in America.



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The 1991 World Championship

Every year, we say the same thing; this year is really going to be it, complete with upper case i and italics. The year in which the level of competition really does render each race something rather less than a foregone conclusion.

Well, take heart, 1991 might just be that year...

■ **By RICHARD CHANDLER**

Consider this: in 1988 Honda Marlboro McLaren won 15 of the 16 races. In 1989 it was 10. Last year it managed 'only' six. At long last some of the other teams have cottoned on to what they have to do to beat Ron Dennis and McLaren, and the geniuses who make engines at Honda.

Let us try to forget the controversy that ruined last year's series. (Let us, too, try to forget current world events). Instead, let's take heart that there are some signs of commonsense at the sharp end of racing. Though the organisers refused Ayrton Senna's simple, and understandable, request to remove the Suzuka pole to the good side of the grid, and thus indirectly triggered the fiasco that besmirched the 1990 Championship, FISA has already stepped in to grant that request. It has also agreed to look into other cases, such as Barcelona and Magny Cours, and the revised Silverstone and Montreal. That, at least, is welcome evidence of some straight thinking from Paris during the winter. Long may it continue, even if the rocket fuels of 1990 are being given a one-year stay of execution.

Brains have also been running flat-out in seventh in every GP

team worth its salt, and perhaps no result of such celebration will be more keenly observed than that at McLaren. The red and white cars wear the numbers that Ron Dennis prefers, with one and two on the entry lists, and for the first time in a long while the team has had to come up with something new on the technical front. Without wishing to decry the efforts of either Steve Nichols or Neil Oatley, the basic concepts of the MP4/3, and the hyper-successful MP4/4 and MP4/5 cars weren't all that different from those established with the equally successful MP4/2s from John Barnard's pen, but such is the pressure, particularly from Ferrari, that something new is required. As this is written the McLaren MP4/6 has yet to appear, but it is said to be quite radical by the normally conservative standards Dennis prefers.

Honda's V12 has been seen for some time, as was the V10, and is already said to be both more powerful and lighter than its highly successful predecessor, which sounds like bad news for everyone else. In typically Honda style it's been running for months and has accumulated many thousands of data-logging miles. At Estoril late in 1990 a couple even blew up,

but while rivals took heart from that the wise merely pointed out how every so often Honda will literally let engines go on until they do break. It's not a bad means of learning about them, when you think about it....

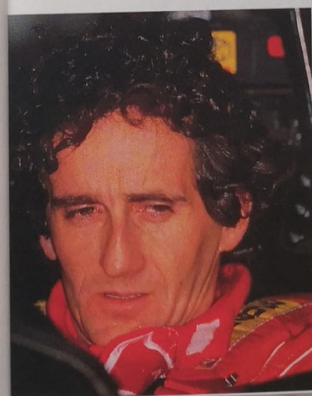
It was on the chassis side that McLaren hurt from the middle to the end of the 1990 season, and here we can expect the greatest changes, particularly in the aerodynamics, and here the role played by former Ferrari aerodynamicist Henri Durand will be crucial. Likewise Gordon Kimble's part in developing a semi-automatic gearbox will be pivotal.

Ferrari, meanwhile, opened its

1991 testing with a flourish at Paul Ricard and was close enough to Nigel Mansell's hot lap for Williams for the difference to mean precious little. The 641/2 concept has been tidied up further with enhanced aerodynamics, especially around the sidepod air ducting, and another all new-engine has been tried. Jean Alesi lost one after a few laps when trying for a race distance, and then another went as he tried again, but Ferrari is treating that as a bad batch of materials, rather as rival Yamaha was after losing a handful of V12s after valves kept dropping in Kyalami. Time will tell.

At the end of 1990 the Ferrari

was generally adjudged to be the marginally better car than the McLaren, even if it didn't have the Honda bottom-end power. And while Dennis might comfortably (and, as it turned out, with some justification) have denigrated the Italians' testing success by suggesting that they had only won "the Winter World Championship" at the start of 1990, there is no doubt that the Prancing Horse is closer than ever to its main rival as they head to the Phoenix opener. Major strides were made with reliability last season, and Prost's five wins, combined with his and Nichol's ability to show Ferrari a different way of doing some things, made it



LEROY



Alain Prost: testing with a flourish

LEROY



Jean Alesi: this year's dark horse?



Michael Andretti has joined McLaren's 1991 challenge



Riccardo Patrese: perfect for Mansell

the most improved team of the season.

McLaren and Ferrari should thus start on pretty equal terms, which again pitches Senna head-to-head with Prost. This time last year it was the Brazilian who was demotivated after his winter argument with FISA. This year it was Prost until he got the wheel between his hands again at Paul Ricard. Once again, there is likely to be little to choose between

them, with Senna having the upper hand in qualifying. If he is to have competition there, however, expect it to come from Alesi, who starts as the season's Dark Horse. Will he cope with Ferrari polemics? Might an early victory sway inter-team support away from Prost? And will Gerhard Berger awake from the stupor he seemed to have lapsed into during 1990?

Into that equation bursts the irrepressible Nigel Mansell, fired

up as never before on his return to Williams. In Riccardo Patrese he has the perfect team-mate, and one who will cause him no grief. He has the use of the spare car all year. Renault has a heavily revised and more powerful RS3 version of its race-winning V10, which might yet prove the optimum layout despite Honda and Ferrari's V12s. Everything seems right this time around.

Certainly, there is an atmo-

sphere at Williams that has not been since 1987. Frank firmly believes his team is about to return to the front in a big way, and with Patrick Head very fired up and Adrian Newey doing the aerodynamics, FW14 is expected to be a pacesetter. At times last year the ugly duckling FW13B was very close to the McLarens and Ferraris and somehow Mansell's return and other internal changes seem already to have shaken up the

team sufficiently to boost its level of self-confidence. Remember what it did when it felt like that in 1986 and '87?

Frank was acute as ever in a recent media get together, when he remarked: "One could almost say the Benetton was the best car at the end of last year. So much for all that bloody nonsense about V8s..." John Barnard, for one, is certainly taking that line of thought. His all-new B191 won't

be ready for the first two races, but it is said to be radical and to take the semi-automatic gearbox concept that he so successfully pioneered another step further forward. If Williams' unit can be regarded as second-generation, insofar as the driver need not lift off during upchanges, then I would expect Barnard's to be third-generation given that he has had more time working with the system.

One has only to look at the

LAT



Bertrand Gachot testing the Team 7UP Jordan at Estoril

new Jordan, a very neat car designed by Gary Anderson, to see how small that Ford HB engine really is and Barnard will use that major asset to its maximum in a car that some rivals fear may well redefine the state of the art. "He tends to go in spurts," said one recently. "He came in and made a big splash with carbon fibre, then he went quiet for some time and just developed that. Then he came out with that Ferrari and its differ-

ent aerodynamics and transmission. Maybe we're about ready for something new..."

And at the back of all this, too, is the spectre of active ride, which may well make a racing return in 1991. Certainly, rumours have suggested that Team Lotus will run it all the time on its 103s now that Peter Wright (its progenitor) is working on the racing side again with Peter Collins, Benetton and Leyton House have revised sys-

tems, as does Williams. Head in particular is very enthusiastic about the Mk2 reactive set-up, after a great deal of testing by Mark Blundell last year. "We may race it, but as yet have made no firm date," he says.

If the top four remain unchanged in identity - exactly how close each of its constituents is to the others remains to be seen - it could well be joined fulltime by Tyrrell. Last year Alesi got the Hart

LEROY



J.J. Lehto: now with Scuderia Italia



Pierluigi Martini in the new Minardi Ferrari

LAT

Cosworth-powered 019 into some embarrassingly high positions, notably at Monaco and Monza, and already the Honda-powered 020 has been very quick at both Jerez and Kyalami. According to our information the weight distribution of the new car is within two per cent of the old, which was arguably the best handling chassis of 1990. Relations with Alesi were sour, but with Modena the team has a driver in the Senna mould

when it comes to chasing minute set-up details. James Hunt, for one, rates the Italian very highly, as did those who saw his F3 drive at Monaco in 1986 or his European F3000 Championship-winning performances in 1987. Like Williams, Tyrrell could be on the verge of a major comeback, especially if Honda's V10 grunt matched to Harvey Postlewaite's neat chassis proves more nimble than the Ferraris and McLarens.

Ferrari power might also turn the corner for Minardi, whose M191 resembles the unloved Tyrrell 017 but goes a lot faster. When it appeared at Ricard rumours of 1989 spec Ferrari V12s were immediately scotched and Cesare Fiorio has already pledged 037s for the start of the year and the team will then get the newer engines as they come on stream.

Like many, however, Minardi faces 1991 with less than a full

LEROY

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Michele Alboreto in the new Footwork Porsche

budget as even racing's highest echelon feels the pinch. In Pierluigi Martini it has a charger who could well spring some surprises, and now that the team has switched to Goodyear rubber the progress it has made over the past three years may be easier to quantify.

Of the teams with proven power units, Jordan is the newest. As the season shapes up it becomes clear just how much

Eddie Jordan has already achieved: he got the Ford engine; he got Goodyear rubber. Both are paid for, but who else apart from Benetton has the Ford? A lot of others wanted it, rest assured, but in the end Jordan was successful. That was a major coup for an F1 rookie. So, too, it was with 7UP, the main sponsor, won in the face of very strong competition.

With his own resources, garnered during his days as a leading

F3 and F3000 entrant, he had Anderson pen the 191 and it is a very neat, no-nonsense car intended to get the team up, running, in the points and out of pre-qualifying as quickly as possible. In Bertrand Gachot he has a driver with aggression and star potential, and already the outfit has a good look to it. Make no mistake, Jordan himself has the potential to be a Ron Dennis figure in 10 years. He will tell you it will take less than



LAT

LAT

Testing is never easy



Back with Benetton: Roberto Moreno

that.

There have been few seasons in which quite so many new chassis-engine combinations will run. Brabham has the Yamaha V12; Footwork the Porsche V12; Lotus the Judd EV; Leyton House the Ilmor V10; Dallara the Judd V10; Ligier the Lamborghini V12; Lola the Cosworth DFR. At this stage all of them radiate optimism, since hope springs eternal in F1. So far, quantifying any of them fairly or

accurately is difficult, since each has had problems of various sorts. In some cases such as Footwork, Leyton House and Dallara, they are of technical variety. The Ilmor has proved difficult to map, the Porsche is dramatically overweight and lacks power. The Dallara has had minor electrical problems and an accident, but its Judd has already impressed drivers Lehto and Piro.

Others are in financial trouble,

Lotus is struggling to rebuild its battered credibility after finally acknowledging the need for solid management. Ligier is biding its time waiting for Renault V10s from 1992, but Guy is undoubtedly rubbing his hands with glee at signing the impressive Erik Comas to partner the steady Boutsen. Brabham is emerging from one of the most trying periods in its history and has, in Brundle, a driver whose real talent has still not been able to



Gianni Morbidelli testing the new Minardi Ferrari at Paul Ricard

emerge fully in the F1 environment. This, remember, is the man who could beat Ayrton Senna in equal machinery in their F3 days. Team-mate Mark Blundell, himself an aggressive trier, couldn't have any better to learn from.

Of the rest, Osella is reforming strongly after establishing a British design and build base whose fruits will be seen in the year. Lambo Formula is concentrating on getting its programme running, and Coloni is, well, Coloni. Enzo has always gone his own way and will continue to plough that furrow, with

Pedro Chaves bringing the budget.

It is the plight of Larrousse and AGS that underlines just how difficult F1 can be. The former has tried so hard to do the right things, yet through little fault of his own finds himself going cap in hand to AGS looking for a merger that the team's owner Henri Cochin doesn't want. You can expect that to damage its season as much as Brabham's 1989 winter of discontent did its 1990 campaign, the excellence of Aguri Suzuki and Eric Bernard notwithstanding.

A tip for 1991? Not this time, I

think. At least not until we have had the chance to see the first couple of races. But I would still expect the title to polarise itself around Senna v Prost, even with the new points scoring system. However, I would expect Mansell to be closer to them, hope Berger will do better for himself, and can see Piquet adding to his score. On top of that, how about Alesi, Moreno and Modena scoring their first wins?

It really could be a vintage year, perhaps the first of the changing of the Old Guard.

TRACK BY TRACK: THE 1991 CIRCUITS

1: USA, MARCH 8-10; PHOENIX.

Location: downtown Phoenix, Arizona.

Number of GPs held on circuit: 2.

Length: (revised circuit) 2.350 miles/3.782 kms.

Qualifying record (old circuit): Berger (McLaren-Honda MP4/5B) 1 m 28.664 s (95.822mph/154.211 kph) 1990.

Race lap record (old circuit): Berger (McLaren-Honda) 1 m 31.050 s (93.31 mph/150.171 kph) 1990.

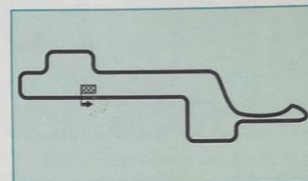
1990 winner: Senna (McLaren-Honda MP4/5B).

Tyre changes: not in 1990.

Comment:

revisions at either end of the Phoenix street circuit should increase interest with a variation from the usual 90 degree bends, but the final double apex corner remains the most difficult. Spectators needed to make it a success.

Address for tickets: General Promotions Inc., 342 West Jefferson Street, Phoenix, Arizona 85003, USA.



2: BRAZIL, MARCH 22-24; INTERLAGOS.

Location: Interlagos suburb, south of Sao Paulo.

Number of GPs held on circuit: 8.

Length: 2.687 miles/4.325 kms.

Qualifying record: Senna (McLaren-Honda), 1:17.277, (125.195 mph/201.483 kph) 1990.

Race lap record: Berger (McLaren-Honda MP4/5B), 1: 19.899, (121.087 mph/194.871 kph) 1990.

1990 winner: Prost (Ferrari 641).

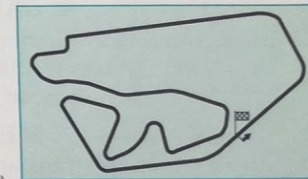
Tyre changes: all front runners except Alesi in 1990.

Comment: GP returned to the revised, 50-years-old circuit last year when the track and its facilities were

scarcely ready.

Sao Paulo has a fraction of the glamour of Rio, but spectators have a better view of a spectacular track with the city skyline in the background. This is Senna-town - but he's never won the Brazilian GP. Prost has - six times!

Ticket address: Interlagos, Av. Senador Teotônio, Vilela 259, Brazil.



3: SAN MARINO, APRIL 26-28; IMOLA.

Location: southern outskirts of Imola, Italy.

Number of GPs held on circuit: 11.

Length: 3.132 miles/5.040 kms.

Qualifying record: Senna (McLaren-Honda), 1m 23.220s (135.474 mph/218.025 kph) in 1990.

Race lap record: Prost (McLaren-Honda MP4/5), 1m 26.795s, (129.894 mph/209.044 kph) in 1989.

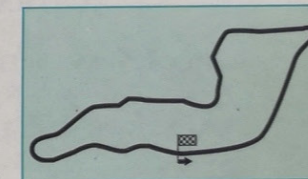
1990 winner: Patrese (Williams-Renault FW13B).

Tyre changes: not under normal circumstances in 1990.

Comment: lots of pre-race testing available and

drivers believe that if the car goes well at Imola, it will go well anywhere. A spectacular circuit with fine viewing, partisan crowd and a great atmosphere. Can Senna make it seven poles in a row?

Ticket address: Autodromo Enzo e Dino Ferrari, Viale Dante 1, 40026 Imola, Italy.



4: MONACO, MAY 8-12; MONTE CARLO.

Location: around the streets of Monte Carlo.

Number of GPs held on circuit: 37.

Length: 2.068 miles/3.328 kms.

Qualifying record: Senna (McLaren-Honda MP4/5B), 1m 21.314s, (91.553 mph/147.340 kph) in 1990.

Race lap record: Senna (McLaren-Honda MP4/5B), 1m 24.468s, (88.134mph/141.838 kph) in 1990.

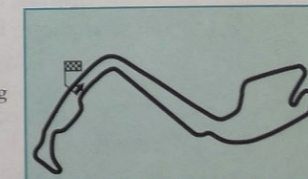
1990 winner: Senna (McLaren-Honda MP4/5B).

Tyre changes: none by front runners in 1990.

Comment: not the most popular of driver circuits, but still one where precision is vital: one mistake and

you're in the barrier. Qualifying is very important, because overtaking is difficult. Like many street circuits, this can be one of attrition with few finishers. Reliability is often rewarded by points. Latest score: Prost 4 wins, Senna 3.

Ticket address: Automobile Club de Monaco, 23 Bld Albert Ier, BP 364, 98000 Monaco.



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HUNGARIAN - 11th AUGUST 1991

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TRACK BY TRACK

5: CANADA, MAY 31-JUNE 2; MONTREAL.

Location: Ile Notre Dame by St Lawrence Seaway, Montreal.

Number of GPs held on circuit: 12.

Length: 2.728 miles /4.390 kms.

Qualifying record: Senna (McLaren-Honda MP4/5B), 1m 20.399s, (122.143 mph/196.570 kph) 1990.

Race lap record: Berger (McLaren-Honda MP4/5B), 1m 22.077s, (119.645mph/192.551 kph) in 1990.

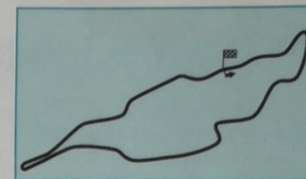
1990 winner: Senna (McLaren-Honda MP4/5B).

Tyre changes: yes, for climatic reasons the last two years.

Comment: rain before the past two races has increased

interest with tyre stops as the track has dried. Similar to Imola, it is rarely used. Overtaking into hairpin and over start/finish line. Watch out for tricky final esses onto pit straight.

Ticket address: Circuit Gilles Villeneuve, Bassin Olympique, Ile Notre-Dame, Montreal, Quebec H3C 1A9, Canada.



6: MEXICO, MAY 14-16; MEXICO CITY.

Location: in suburbs east of downtown Mexico City, near International airport.

Number of GPs held on circuit: 13.

Length: 2.747 miles/4.421 kms.

Qualifying record: Senna (Lotus-Renault 98T), 1m 16.990s, (128.452 mph/206.723 kph) in 1986.

Race lap record: Prost (Ferrari 641), 1m 17.958s, (126.856 mph/204.156 kph) in 1990.

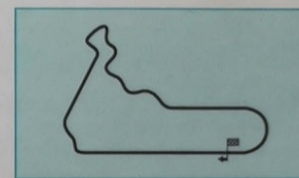
1990 winner: Prost (Ferrari 641).

Tyre changes: some, due to wrong choice or badly

worn tyres.

Comment: that final corner, the 7,000ft altitude, the long straight plus the 'unwinding' series of corners ensure that this circuit should not be underestimated.

Ticket address: Autodromo Hermanos Rodriguez, Insurgentes Sur 421 C-4, Col Hippodromo Condesa, Mexico 06170 DF.



7: FRANCE, JULY 4-7; MAGNY COURS.

Location: 155 miles/250 kms south of Paris, 7.5 miles/12 kms south of Nevers in Central France.

Number of GPs held on circuit: 0.

Length: 2.654 miles/4.272 kms.

Qualifying and race lap records: no previous races.

1990 French GP winner: Prost (Ferrari 641) at Paul Ricard circuit. **Tyre changes:** not known.

Comment: the transfer of the French GP from Circuit Paul Ricard, its home for the previous six years to this recently reconstructed circuit in the middle of nowhere has invited

a fair amount of controversy in France. The circuit has a lot to live up to; there is a distinct lack of hotels; and communications are poor. However, viewing is said to be good and the racing is equally promising.

Ticket address: ASA du Nivernais, Circuit de Nevers, 58470 Magny Cours, France.



8: BRITAIN, JULY 12-14; SILVERSTONE.

Location: midway between Oxford and Northampton in central England.

Number of GPs held on circuit: 24.

Length: 3.202 miles/5.153 kms.

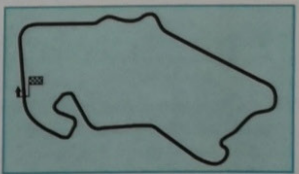
Qualifying record (old circuit): Piquet (Williams-Honda FW18B), 1m 07.110s, (159.267 mph/256.315 kph) in 1987.

Race lap record (old circuit): Mansell (Williams-Honda FW18B), 1m 09.832s, (153.059 mph/246.325 kph) in 1987.

1990 winner: Prost (Ferrari 641).

Tyre changes: some on old circuit.

Comment: new configuration of circuit popular with both drivers and spectators after huge rebuild which will cost Silverstone its title of quickest Grand Prix circuit currently in use. However it's more challenging with more overtaking opportunities.
Ticket address: Silverstone Circuits Ltd., Silverstone, Nr Towcester, Northants NN12 8TN, England.



9: GERMANY, JULY 26-28; HOCKENHEIM-RING.

Location: 15.5 miles/25 kms south west of Heidelberg.

Number of GPs held on circuit: 14.

Length: 4.235 miles/6.815 kms.

Qualifying record: Senna (McLaren-Honda MP4/5B), 1m 40.198s, (151.744 mph/244.208 kph) in 1990.

Race lap record: Boutsen (Williams-Renault FW13B), 1m 45.602s, (144.085 mph/231.882 kph) in 1990.

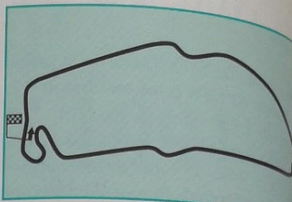
1990 winner: Senna (McLaren-Honda MP4/5B).

Tyre changes: all front runners except Benetton.

Comment: the last two Grands Prix have thankfully

chased away Hockenheim's reputation of hosting boring races. The facilities and viewing are good, however, and it's well-organised from a spectator's point of view.

Ticket address: Hockenheim-Ring GmbH, Motodrom, D-6832 Hockenheim, Germany.



10: HUNGARY, AUGUST 9-11; HUNGARORING.

Location: 12.5 miles/20 kms east of Budapest.

Number of GPs held on circuit: 5.

Previous circuit length: (modifications possible) 2.466 miles/3.968kms.

Qualifying record: (old circuit) Boutsen (Williams-Renault FW13B), 1m 17.919s, (113.915 mph/183.329 kph) in 1990.

Race lap record: (old circuit) Patrese (Williams-Renault FW13B), 1m 22.058s, (108.169 mph/174.082 kph) in 1990.

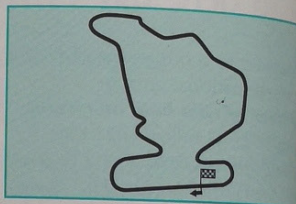
1990 winner: Boutsen (Williams-Renault FW13B).

Tyre changes: Berger and Patrese opted for late race tyre

changes in 1990.

Comment: this is the 'cult' race, a different experience with some great viewing, but hard to overtake, although FISA recommendations for track alterations are currently 'on the table'.

Ticket address: Forma 1, Gazdasagi Tarsasag, Hegedus Gyula u. 49, 1136 Budapest, Hungary



11: BELGIUM, AUGUST 23-25; SPA-FRANCORCHAMPS.

Location: 50 kms south east of Liege.

Number of GPs held on circuit: 25.

Length: 4.312 miles/6.940 kms.

Qualifying record: Senna (McLaren-Honda MP4/5B), 1m 50.365s, (140.663 mph/226.376 kph) in 1990.

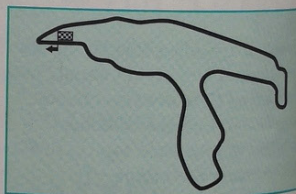
Race lap record: Prost (Ferrari 641), 1m 55.087s, (134.892 mph/217.088 kph) in 1990.

1990 winner: Senna (McLaren-Honda MP4/5B).

Tyre changes: all leading runners except Nannini and Leyton House drivers.

Comment: the longest circuit is also the drivers' favourite - when it's dry. A favourite for spectators too in any conditions. Can any one break McLaren's run of wins?

Ticket address: Circuit de Spa-Francorchamps, Route de l'Eau Rouge 280, 4878 Stevelot(Francorchamps), Belgium.



12: ITALY, SEPTEMBER 6-8, MONZA.

Location: Monza park, 9 miles/15 kms north east of Milan.

Number of GPs held on circuit: 40.

Length: 3.604 miles/5.800 kms.

Qualifying record: Senna (McLaren-Honda MP4/5B), 1m 22.533s, (157.200 mph/252.990 kph) in 1990.

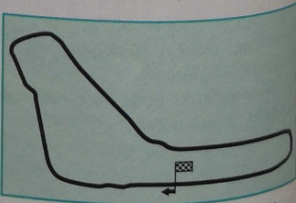
Race lap record: Senna (McLaren-Honda MP4/5B), 1m 26.254s, (150.419 mph/242.076 kph) in 1990.

1990 winner: Senna (McLaren-Honda MP4/5B).

Tyre changes: none of the leading runners.

Comment: now the quickest circuit in Grand Prix racing yet still affording lots of overtaking possibilities - and the Lesmos offers a special challenge. Great atmosphere, of course, but average spectating unless you go out in the country.

Ticket address: Autodromo Nazionale di Monza, Parco, 20052 Monza, Italy.



13: PORTUGAL, SEPTEMBER 20-22; ESTORIL.

Location: 4 miles/6.5 kms inland north from Estoril.

Number of GPs held on circuit: 7.

Length: 2.703 miles/4.350 kms.

Qualifying record: Mansell (Ferrari 641), 1m 13.557s, (132.287 mph/212.896 kph) in 1990.

Race lap record: Patrese (Williams-Renault FW13B), 1m 18.306s, (124.265 mph/199.985 kph) in 1990.

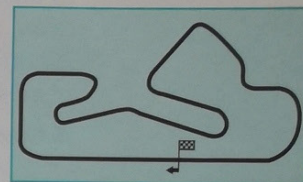
1990 winner: Mansell (Ferrari 641).

Tyre changes: all front runners.

Comment:

only two real overtaking opportunities, but it's a circuit where a lot of testing takes place, so everyone knows it well.

Ticket address: Autodromo do Estoril, Estrada Nacional No 9 - Km6, Alcabideche, 2765 Estoril, Portugal.



14: SPAIN, SEPTEMBER 26-29; GRANOLLERS.

Location: 20 kms north east of Barcelona.

Number of GPs held on circuit: 0.

Length: 2.622 miles/4.220 kms.

Qualifying and lap records: no previous races.

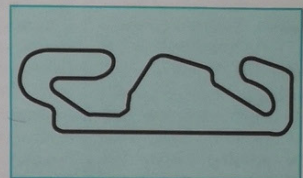
1990 Spanish GP winner: Prost (Ferrari 641).

Tyre changes: not known.

Comment: the Grand Prix moves here from Jerez after a late decision last year, just outside the city which hosted four Grands Prix at Montjuich Park. This is part

of the build-up to the 1992 Olympics to be held in the city.

Ticket address: Circuit de Catalunya, Carretera de Granollers, Kilometer 2, Montmelo, Spain.



15: JAPAN, OCTOBER 18-20; SUZUKA.

Location: 93 miles/150 kms east of Osaka, 31 miles/50 kms south west of Nagoya.

Number of GPs held on circuit: 4.

Length: 3.641 miles/5.859 kms.

Qualifying record: Senna (McLaren-Honda MP4/5B), 1m 36.996s, (135.121 mph/217.456 kph) in 1990.

Race lap record: Prost (McLaren-Honda MP4/5), 1m 43.506s, (126.622 mph/203.779 kph) in 1989.

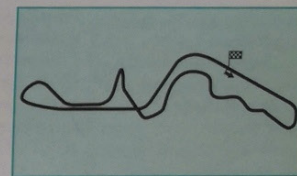
1990 winner: Piquet (Benetton-Ford B190).

Tyre changes: not intended for those running the harder tyres, but those on softer tyres stopped.

Comment:

a favourite with the drivers because of the challenging corners, particularly the sequence behind the pits and the very quick corner before the chicane which can catch out drivers with dire consequences. Very well organised with a large, enthusiastic, knowledgeable crowd.

Ticket address: Suzuka International Racing Course, 7992 Ino-Cho Suzuka City, Mie Ken 510-02, Japan.



16: AUSTRALIA, NOVEMBER 1-3; ADELAIDE.

Location: just east of downtown Adelaide.

Number of GPs held on circuit: 6.

Length: 2.349 miles/3.780 kms.

Qualifying record: Senna (McLaren-Honda MP4/5B), 1m 15.671s, (111.742 mph/179.831 kph) in 1990.

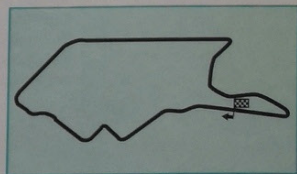
Race lap record: Mansell (Ferrari 641), 1m 18.203s, (108.124 mph/174.009 kph) in 1990.

1990 winner: Piquet (Benetton-Ford B190).

Tyre changes: some unscheduled, including late stop by second placed Mansell.

Comment: very popular season-closer, well organised but with a sting in the tail for many. Senna has yet to win it.

Ticket address: Adelaide Grand Prix circuit, 134 Fullarton Road, Rose Park 5067, South Australia.



TEAM BY TEAM: ALL THE 1991 PS

In this special guide to the new season, GPE presents each team, its leading figures and history and its 1991 package. All information has been checked before going to press, but is subject to change.

■ COMPILED BY BYRON YOUNG AND TIMOTHY COLLINGS

AGS



Automobiles Gonfaronaise Sportive, ZA Circuit du Var, 83590 GONFARON, France. Tel: 94.609700

Principals: Cyril de Rouvre and Henri Cochin. Technical Director: Michel Costa. Team Manager: Henri Cochin

First Grand Prix: Italy, 1986. Races: 45. Best result: 5th - Australia, 1987. Wins: 0. Last win: -. Best World Championship finish: - Drivers - 19th (1987), Constructors - 11th (1987). Fastest laps: 0. Points: 2

1991 - Drivers: Gabriele Tarquini (Italy) and Stefan Johansson (Sweden). Test driver: -. Chassis: AGS JH25/JH26. Engine: Ford Cosworth v-8 Mader. Tyres: Goodyear. Fuel: Elf.

Comment: This small French team has always struggled, particularly since Philippe Streiff's pre-season accident in 1989. Nothing suggests much change.

Benetton



Benetton Formula Ltd., Unit 9, Witney Trading Estate, Station Lane, WITNEY, Oxfordshire, England. Tel: 0993 - 774221.

Principals: Alessandro Benetton and Luciano Benetton. Director: Flavio Briatore. Technical Director: John Barnard. Team Manager: Joan Villadelprat.

First Grand Prix: Brazil, 1986 (as Benetton); or Italy, 1981 (as Toleman). Races: 80 (137 inc. Toleman). Wins: 4. Last win: Adelaide, 1990. Best World Championship finish: Drivers - 3rd (1990), Constructors - 3rd (1985 and 1990). Fastest laps: 6 (8). Points: 196.

1991 - Drivers: Nelson Piquet (Brazil) and Roberto Moreno (Brazil). Test driver: Johnny Dumfries (Scotland). Chassis: Benetton-Ford B190/Benetton-Ford B191. Engine: Ford HB v-8 series 5. Tyres: Pirelli. Fuel: Mobil.

Comment: Great things are expected of the new Barnard creation and the all-Brazilian line-up, with Moreno replacing helicopter crash victim Sandro Nannini, but much will depend on the Pirelli rubber and the Ford power.

Brabham



Motor Racing Developments, Roebuck House, Cox Lane, CHESSINGTON, Surrey, KT9 1DG, England. Tel: 081 - 391 0121.

Principal: Kohji Nakauchi. Chief Designer: Sergio Rinland. Team Director: Herbie Blash. Race Team Director: Dave Price. Team Manager: Nigel De Straytor.

First Grand Prix: Germany, 1962. Races: 375. Wins: 35. Last win: France, 1985. Best World Championship finish: Drivers - 1st (1966, 1967, 1981, 1983), Constructors - 1st (1966, 1967). Fastest laps: 41. Points: 851.

1991 - Drivers: Martin Brundle (England) and Mark Blundell (England). Test driver: -. Chassis: Brabham BT60Y. Engine: Yamaha OX99 (v-12). Tyres: Pirelli. Fuel: BP.

Comment: The new Yamaha power-unit and a new car have raised expectations for the restructured and stabilised Brabham team. Two new drivers, one proven and one a newcomer, in a year of transition.

Coloni



Coloni Racing, Via dell'Industria 5, 06065 Passignanoso Trasimeno, PERUGIA, Italy. Tel: 075 - 827 684.

Principal: Enzo Coloni. Technical Director: Edward Turner. Team Manager: Enzo Coloni.

First Grand Prix: Spain, 1987. Races: 13. Best result: 8th (Canada, 1988). Best World Championship finish: no points.

1991 - Driver: Pedro Chaves (Portugal). Chassis: Coloni C3C/C4. Engine: Ford Cosworth v-8. Tyres: Goodyear. Fuel: Galp.

Comment: Just getting on the grid will again be a triumph for this struggling and under-financed outfit.

Fondmetal



(formerly Osella)

Fondmetal FI, Via Belgamo, 4, Balosgo, BERGAMO, Italy.

Principal: Gabriele Rumi. Technical Director: Pino Belli. Team Manager: Gianfranco Palazzoli.

First Grand Prix: South Africa, 1980 (as Osella). Races: 132. Best result: 4th (San Marino, 1982). Best World Championship finish: Drivers - 19th (1984), Constructors - 10th (1984). Fastest laps - 0. Points - 5.

1991 - Driver: Olivier Grouillard (France). Chassis: Fomet 1/91. Engine: Ford Cosworth Hart v-8. Tyres: Goodyear. Fuel: Agip.

Comment: Former owner Enzo Coloni quit in the winter selling to Rumi after whose company the new team is named. With a new base and new set-up, survival will be the first aim.

Ferrari



Ferrari SpA, Casella Postale, 589, 41100 MODENA, Italy. Tel: 0536 - 941161.

President: Piero Fusaro. Technical Director: Pierguido Castelli. Team Manager: Cesare Fiorio.

First Grand Prix: Monaco, 1950. Races: 472. Wins: 103. Last win: Spain, 1990. Best World Championship finish: Drivers - 1st (1952, 1953, 1956, 1958, 1961, 1964, 1975, 1977, 1979), Constructors - 1st (1961, 1964, 1975-77, 1979, 1982, 1983). Fastest laps: 116. Points: 1, 673.

1991 - Drivers: Alain Prost (France) and Jean Alesi (France). Test drivers: Andrea Montermini and Gianni Morbidelli (Italy). Chassis: Ferrari 642. Engine: Ferrari v-12. Tyres: Goodyear. Fuel: Agip.

Comment: After a successful close-season of testing and development, Ferrari will start as narrow favourites, but much will depend on Prost's motivation and his relationship with new arrival Alesi.

Footwork



(formerly Footwork-Arrows)

Footwork Grand Prix International, 39, Barton Road, Water Eaton Industrial Estate, Bletchley, MILTON KEYNES, Bucks., England. Tel: 0908 - 270047.

Principal: Wataru Ohashi. Managing Director: Jackie Oliver. Technical Director: Alan Jenkins. Team Manager: Alan Rees.

First Grand Prix: Brazil, 1978 (as Arrows). Races: 197. Best result: 2nd (Sweden, 1978; Long Beach, USA, 1980; San Marino, 1981 and 1985). Best World Championship finish: Drivers - 7th (1988), Constructors - 5th (1988). Fastest laps: 0. Points: 116.

1991 - Drivers: Michele Alboreto (Italy) and Alex Caffi (Italy). Test driver: tba. Chassis: Arrows A11C/Footwork FA12. Engine: Porsche v-12. Tyres: Goodyear. Fuel: tba.

Comment: Last year was a transitional one for the team and produced disappointing results. The Porsche engine has raised hopes and expectations, but early testing has not indicated other than another hard-working season ahead.

Jordan



Jordan Grand Prix Racing, 21, Silverstone Circuit, SILVERSTONE, Northampton, NN12 8PN, England. Tel: 0327 - 857 153.

Principal: Eddie Jordan. Technical Director: Gary Anderson. Team Manager: Trevor Foster.

First Grand Prix: 1991 is first season.

1991 - Drivers: Bertrand Gachot (Belgium) and Andrea de Cesaris (Italy). Test driver: tba. Chassis: Jordan 191. Engine: Ford HB v-8. Tyres: Goodyear. Fuel: BP.

Comment: New to FI, but with a proven pedigree in other formulae and a tested package, Jordan could provide a surprise, but do not expect any miraculous results.

Larrousse



Ecurie Larrousse, ZEC Signes, BP 702, 83030 TOULON, France. Tel: 40 - 96 00 80.

Principal: Gerard Larrousse. Technical Director: Gerard Ducarouge. Team manager: Frederic Dhainaut.

First Grand Prix: San Marino, 1987. Races: 63. Best result: 3rd Japan 1990. Wins: 0. Best World Championship finish: Drivers 12th (1990), Constructors - 6th (1990). Fastest laps: 0. Points: 15

1991 - Drivers: Aguri Suzuki (Japan) and Eric Bernard (France). Test driver: -. Engine: Ford Cosworth Hart v-8. Tyres: Goodyear. Fuel: BP.

Comment: Two talented and fast-improving drivers and a promising set-up held back by lack of power; unlikely to do more than improve moderately on last year.

Leyton House



Leyton House Racing Team Ltd., Unit 5, Telford Road Industrial Estate, BICESTER, Oxfordshire OX6 OT2, England. Tel: 0869 244747.

Principal: Akira Akagi. Technical Director: Chris Murphy. Team Manager: Charlie Moody.

First Grand Prix: Mexico, 1989; South Africa, 1970 (as March). Races: 27; 198 (inc. March). Best result (as Leyton House): 2nd (France, 1990). Best World Championship finish: Drivers - 10th (1990), Constructors - 7th (1990). Fastest laps: 0. Points: 10.

1991: Drivers - Ivan Capelli (Italy) and Mauricio Gugelmin (Brazil). Test driver: -. Chassis: Leyton House CG911. Engine: LH10 v10. Tyres: Goodyear. Fuel: BP.

Comment: Another team to have undergone a substantial restructuring in the last year, but without any driver changes. Much will depend on the success and reliability of the Ilmor-derived engine.

Ligier



Ligier Sport, Technopole de la Nievre, 58470 MAGNY COURS, France. Tel: 86 - 212011.

Principal: Guy Ligier.

Technical Directors: Michel Beaugon and Frank Dornie. Team manager: Jean-Pierre Paoli.

First Grand Prix: Brazil, 1976. Races: 229. Wins: 8. Last win: Canada, 1981. Best World Championship finish: Drivers - 4th (1979, 1980, 1981), Constructors - 2nd (1980). Fastest laps: 11. Points: 307.

1991 - Drivers: Thierry Boutsen (Belgium) and Erik Comas (France). Test driver: -. Chassis: Ligier J535. Engine: Lamborghini v-12. Tyres: Goodyear. Fuel: tba.

Comment: Changes all round in the close season with new drivers and a new designer (Dornie) as Ligier prepare for the arrival of Renault engines in 1992. Expect a transitional season.

Lotus



Team Lotus International, Ketteringham Hall, Wymondham, NORWICH, Norfolk NR18 9RS, England. Tel: 0603 - 811190.

Principal: Peter Collins. R & D Director: Peter Wright. Chief Designer: Frank Coppuck. Technical Director: Enrique Scalabrini. Team Administrator: Greg Fields.

First Grand Prix: Monaco, 1958. Races: 426. Wins: 79. Last win: Detroit, U.S.A., 1987. Best World Championship finish: Drivers 1st (1963, 1965, 1968, 1970, 1972, 1978). Constructors - 1st (1963, 1965, 1968, 1970, 1972, 1973, 1978). Fastest laps: 70. Points: 1,324.

1991: Drivers - Martin Donnelly (Northern Ireland) and Mika Hakkinen (Finland). (Note: Donnelly likely to be replaced for start of season due to injuries). Test driver: -. Chassis: Lotus 102B. Engine: Judd EV v-8. Tyres: Goodyear. Fuel: tba.

Comment: Rebuilding from square one after winter upheaval following a traumatic 1990 (see special feature on page 72).

Minardi



Minardi Team SpA, Via Spallanzani 21, 48016 FAENZA, Italy. Tel: 0546 - 620480.

Principal: Giancarlo Minardi. Technical Director: Aldo Costa. Team Manager: Dadashi Sasaki.

First Grand Prix: Brazil, 1985. Races: 92. Best result: 5th (Britain and Portugal, 1985). Best World Championship finish: Drivers - 14th (1989), Constructors - 10th (1988 and 1989). Fastest laps: 0. Points: 7.

1991 - Drivers: Pierluigi Martini (Italy) and Gianni Morbidelli (Italy). Test driver: -. Chassis: Minardi M191. Engine: Ferrari v-12. Tyres: Goodyear. Fuel: Agip.

Comment: Can the Ferrari power make up for the loss of Pirelli qualifiers and give this team the push they need to realise their promise of the last three years? Should be interesting to watch - if they can find the finance they need.

Modena



Modena (Lambo) Racing, Viale Delle Nazioni, 97, 41100 MODENA, Italy.

Principal: Carlo Patrucco. Technical Director: Maruo Forghieri. Operative Director: Jaime Manca Graziedei.

First Grand Prix: 1991 is first season.

1991 - Drivers: Nicola Larini (Italy) and Eric van de Poele (Belgium). Test driver: Marco Apicella (Italy). Chassis: Lambo F1. Engine: Lamborghini v-12. Tyres: Goodyear. Fuel: Agip.

Comment: A new team with some experienced components and a promising drivers' line-up. But they will have a battle on their hands just to qualify.

Scuderia Italia



Scuderia Italia SpA, 15, Via Righetti, 25127 BRESCIA, Italy. Tel: 30 - 398958.

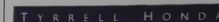
Principal: Giuseppe Lucchini. Technical Director: Remo Ramamzini. Team Manager: Pierpaolo Gardella.

First Grand Prix: San Marino, 1986. Races: 46. Best result: 3rd (Canada, 1989). Best World Championship finish: Drivers - 16th (1989), Constructors - 8th (1989). Fastest laps: 0. Points: 8.

1991 - Drivers: Emanuele Pirro (Italy) and J.J. Lehto (Finland). Test driver: Andrea Montermini (Italy). Chassis: BMS Dallara 191. Engine: Judd v-10. Tyres: Pirelli. Fuel: Agip.

Comment: Both drivers expressed pre-season delight at the Judd unit's performance and their prospects. With Lehto in for the unpredictable de Cesaris, perhaps a change of fortunes lies ahead.

Tyrrell



Tyrrell Racing Organisation Ltd, Long Reach, Ockham, Woking, Surrey, GU23 6PE, England. Tel: 04865 - 4955.

Principal: Ken Tyrrell. Technical Director: Harvey Postlethwaite. Team Manager: Rupert Manwaring.

First Grand Prix: Canada, 1970. Races: 288. Wins: 23. Last win: Detroit, U.S.A., 1983. Best World Championship finish: Drivers 1st (1971, 1973), Constructors - 1st (1971). Fastest laps: 20. Points: 572.

1991 - Drivers: Stefano Modena (Italy), Satoru Nakajima (Japan). Test driver: -. Chassis: Tyrrell 020. Engine: Honda v-10. Tyres: Pirelli. Fuel: Shell.

Comment: The arrival of the Honda v-10 will more than compensate for the departure of Alesi to Ferrari. Tyrrell have their best chance of victory for eight years and could be the surprise package of the season.

McLaren



McLaren International Ltd., Unit 22, Woking Business Park, Albert Drive, Sheerwater, WOKING, Surrey, GU21 5JY, England. Tel: 0483 728211.

Principal: Ron Dennis. Technical Director: Neil Oatley. Team Manager: Jo Ramirez.

First Grand Prix: Monaco, 1966. Races: 346. Wins: 86. Last win: Italy, 1990. Best World Championship finish: Drivers - 1st (1974, 1976, 1984-86, 1988-90), Constructors - 1st (1974, 1984-85, 1988-90). Fastest laps: 61. Points: 1543.5.

1991 - Drivers: Ayrton Senna (Brazil) and Gerhard Berger (Austria). Test drivers: Michael Andretti (America), Allan McNish (Scotland), Jonathan Palmer (England). Chassis: McLaren MP5/B. Engine: Honda v-12. Tyres: Goodyear. Fuel: Shell.

Comment: Defending champions and seeking to extend the most successful run in F1 history, McLaren are rightly regarded as the benchmark by their rivals. New v-12 Honda engines will keep them at the top where another year of close rivalry with Ferrari is to be expected.

Williams



Williams Grand Prix Engineering Ltd., Basil Hill Road, Didcot, Oxfordshire, OX11 7HW, England. Tel: 0235 - 815161.

Principal: Frank Williams. Technical Director: Patrick Head. Team Manager: Peter Windsor.

First Grand Prix: Argentina, 1975. Races: 265. Wins: 44. Last win: Hungary, 1990. Best World Championship finish: Drivers

1st (1980, 1982, 1987), Constructors - 1st (1980-81, 1986-87). Fastest laps: 46. Points: 931.5.

1991 - Drivers: Nigel Mansell (England) and Riccardo Patrese (Italy). Test driver: Damon Hill (England). Chassis: Williams FW14. Engine: Renault R53 v-10. Tyres: Goodyear. Fuel: Elf.

Comment: Mansell's return 'home' could galvanise a revival in fortunes for a team of great potential, but the power output of the Renault will be critical if a title challenge is to be maintained.

WHO HAS THE WINNING POWER

A Special Report by John Blunsden



THE ENGINE GAME: WHO HAS THE POWER TO WIN?



Driving ability, chassis integrity, aerodynamic efficiency, tyre advantage and team discipline all make a significant contribution to success in Formula 1, but the component which enables all of these areas of performance to operate to maximum advantage is the power house of a Formula 1 car, its engine.

■ BY JOHN BLUNSDEN

That well worn American saying, 'There's no substitute for cubic inches', may seem to have no relevance within a formula which is limited to just 213.5 of them, but the thought behind it - that the more horsepower you have the easier it is to get the job done - is as valid in the heady atmosphere of Formula 1 as in any other branch of motor racing.

Back in the 1970s, one of the strengths of Formula 1 was that a team could buy an off-the-shelf engine - Cosworth Engineering's Ford DFV - and if all the other elements worked properly could win

races with it. In fact, a DFV was in every winning car in 1969 and again in 1973. But times change, and the days when a World Championship could be won with the aid of a 'customer' engine are gone, probably for ever.

This season a wider variety of power sources will be seen than at any time in the 41-year, 500-race history of the Championship. Formula 1 will also be enjoying by far the widest support ever experienced from the world's mainstream motor industry. Either directly or by association, Ford, Fiat, Renault, Honda, Yamaha, Chrysler and

Porsche are all at the sharp end of the formula as engine suppliers, with General Motors indirectly supporting Ilmor through their Indycar programme, which leaves just John Judd's and Sir Jack Brabham's Engine Developments Ltd as a truly independent participant, and engine-building specialists like Brian Hart, Langford & Peck and Heini Mader, who perform remarkable deeds with kits of parts for the Ford DFR supplied by Cosworth, supplemented with their own special pieces.

A year ago it was clear that there was no consensus as to whether the path to victory was best smoothed by the provision of a V12, a V10 or a V8 engine, and today this debate remains unresolved. Intriguingly, in 1990 the first three places in both the Drivers' and Constructors' World Championships involved a V10, a V12 and a V8 engine, in that order. This year, 12 different engines will be in use, some of them appearing in more than one version. The V12 configuration is now the most widely adopted, Ferrari and Lamborghini (Chrysler) having been joined by Honda, Yamaha and Porsche. Renault now seems likely to lead the V10 attack, although Honda, who pioneered the layout for F1, will continue to support it through the Tyrrell team, and the V10 route has also been taken by newcomers Ilmor and Judd. Ford, through Cosworth, remains faithful to the V8 concept both with the latest HB engine as well as the earlier DFR, and the narrow-angle Judd EV will complete the eight-cylinder line-up.

After serving Williams, Lotus and then McLaren so well with their dominant V10 engines, Honda's decision to move to a V12 for partners McLaren has caused more than a little head-scratching amongst rivals. Once again the Japanese company has been able to demonstrate an unrivalled level of preparedness. The RA121E engine was running on the dyno before the end of 1989 and was being track-tested in a McLaren last

summer, since when the development programme has continued along a clearly defined path marked with intermediate goals. First came the task of surpassing the output of the most powerful

than the first engine) and perhaps as much as 710bhp with the aid of qualifying fuel. Stefano Modena has been highly impressed with the latest engine's wide rev range. This engine will come to the line

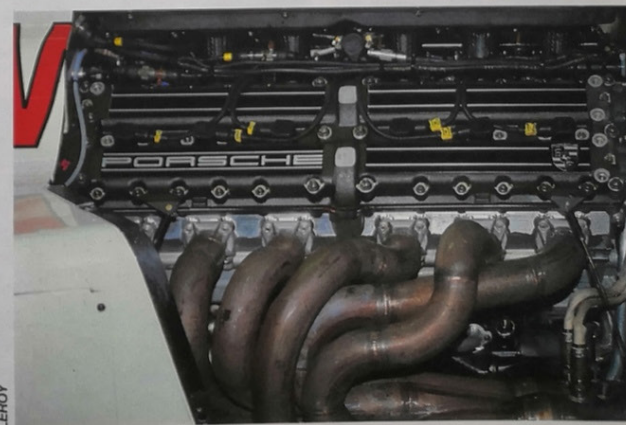
"This year we will see a wider variety of power sources than ever before in Formula One"

version of the V10. That achieved, the next target was to retain that power while improving driveability, following which came a weight-reduction programme and then the usual durability testing, which included driving selected engines until they broke. The 3,493cc 60-degree V12 is now said to weigh 150kg, the same as the V10, and although obviously longer (670mm instead of 620mm), it is narrower (520mm/550mm) and lower (530mm/540mm).

In preparing the RA101E, the latest version of the 3,498cc 72-degree V10 engine, for the Tyrrell team, Honda has answered Satoru Nakajima's request for more low and mid-range power than was available from the strongest of the 1990 engines, which was probably delivering around 690bhp at 13,000rpm (about 40bhp more

with a formidable heritage of reliability, Gerhard Berger's broken throttle linkage rod during the British Grand Prix being McLaren's only engine-related failure throughout the 16 races in 1990.

Ferrari, too, will be servicing a second team for the first time this season, their own and Minardi's requirements meaning that they expect to build around 120 engines to a variety of specifications, 30 more than last year. Like Honda, Ferrari (through Fiat) applies vast resources to its Formula 1 effort and at least three derivatives of the 65-degree V12 engine are expected to appear progressively during the season. Last year, the team's full engine potential was not revealed until the Hungarian Grand Prix, but the protracted development programme can be expected to reap a richer



Footwork's new Porsche V12 engine



The covers are off on Jordan's Ford V8

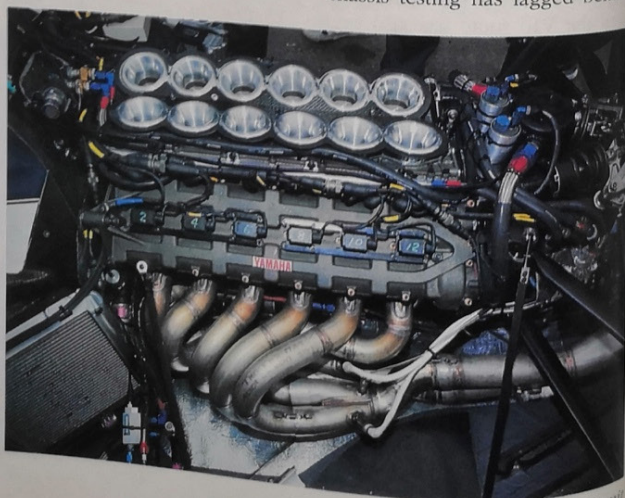
and earlier harvest this season. Not too much should be read into the failure of at least two interim engines during winter testing, and it would be surprising if Ferrari does not begin the season with well in excess of the 680bhp with which the team is believed to have ended 1990.

Although a little disappointed by the lack of advance achieved by last year's RS2 engine over the 1989 RS1, Renault is full of confidence concerning the potential of the RS3. The 67-degree V10 now has a shorter stroke, more accurate timing, a lighter, more compact and much more powerful Magneti-Marelli ignition and injection systems, better oil circulation and reduced internal friction, allowing a significant increase over last year's 12,800rpm rev limit. The engine measures 620mm x 550mm and its height to the cylinder heads has been lowered by 14mm to 411mm; at 139kg it is 2kg lighter than the RS2. Nigel Mansell, whose return to Williams has greatly boosted team morale, used an interim engine, which lacked the bottom-end changes, when he put down an early marker with a record-shattering lap at Paul Ricard in January.

Cosworth's Geoff Goddard remains convinced that eight cylinders are sufficient in Formula 1, as

well he might after the excellent job his 75-degree 3,494cc Ford HB engine did for Benetton Formula in the last two races of 1990. That Series 4 version, the specification of which has now been frozen, will be the new Jordan team's engine this season, while Benetton take the Series 5, the main changes being concerned with installation, which means that it will not be raced before Imola, when the Benetton 191 makes its debut. A modified Series 4 is also being used in TWR's Jaguar sports cars this year.

The five engines already men-



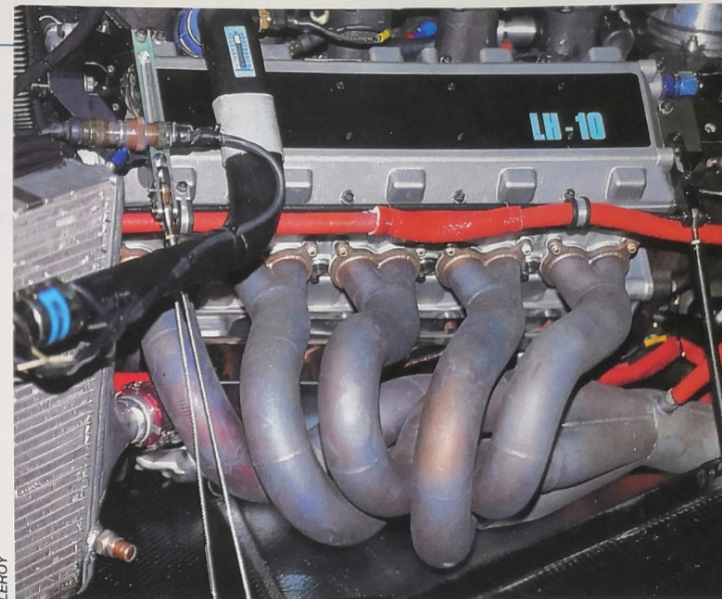
tioned can be expected to contribute to much of the success in Formula 1 this year, but in what promises to be the closest-fought season in years, the others have plenty to fight for. Last year, Lamborghini made considerable progress with its 3,493cc V12, an engine notable for its smooth power delivery, if not for its peak output of around 650bhp. Compared with Ferrari, this is a limited-budget operation, the main beneficiary of which will now be Ligier rather than Larrousse, whose team played such a crucial role in the engine's early development.

For Brabham and Footwork, 1991 must be a season of reconstruction as they get to grips with new Yamaha and Porsche V12s, respectively, and simultaneously sharpen up their own team organisation. Martin Brundle has spoken optimistically of the 3,498cc, 70-degree, five-valve-per-cylinder Yamaha's potential following preliminary tests, and is impressed by the Japanese company's depth of commitment. But like Footwork, Brabham's test programme in South Africa was interrupted by a series of engine failures, admittedly after they had covered well over a race distance. The 80-degree Porsche engine was running on the bench quite early last year, but chassis testing has lagged behind

schedule, some redesign has been necessary, and a fair appraisal of this engine must await its first appearance in the FA12 chassis, hopefully at Imola, under the four-year supply contract.

Of the two new V10s, Ilmor's was first on to the drawing-board, in March 1989, but then designer Mario Ilie put it on the back burner until the five-year tie-up with Leyton House was confirmed. The 72-degree LH10 first ran on the dyno last August, was chassis-tested in October and had logged 2,000 track miles by mid-January. Light and compact (it weighs 122kg and measures 593.5mm/553.3mm and 415mm to the top of the trumpets), it is hoped to be producing 680bhp at 13,500rpm by late this season, by which time 25 should have been built.

John Judd is laying down 21 of his 72-degree GV engines, 18 for Scuderia Italia and three for development. They weigh 124kg and measure 630mm/555mm and 420mm tall. The first six have proved sufficiently reliable apart from the inevitable initial niggling problems that when his partner Sir Jack Brabham officially opened their 15,000sq ft factory in Rugby in January Judd invited the press to watch him run a bench test on an engine fitted with some new mechanical parts. He ran it



Leyton House have the new Ilmor V10

smoothly up to 13,000rpm, then invited an apprehensive Emanuele Pirro to repeat the exercise! Later, Pirro, whose experience as a McLaren-Honda tester provides a useful yardstick, said that the £95,000 Judd engine was much more driver-friendly than the Honda had been this early in its development. Compared with motor industry-financed engines, this is a low-budget project, but Sir Jack voiced the view that a well-run operation can achieve 95% of

results with 10% of the budget.

Judd's 76-degree EV V8, of which 39 have been built, will live on this season with the Lotus team, which has acquired Brabham's 1990 engines, while Brian Hart will be supplying exclusively to Larrousse an even more highly developed version of his special brand of Ford Cosworth DFR which served Tyrrell so well last year. A target output of around 640bhp now looks to be in view for this venerable V8, whose ancestry dates back almost a quarter of a century. Langford & Peck and Heini Mader-prepared engines will also continue to provide a Formula 1 lifeline for teams without exclusive engine arrangements.

The hunt for horsepower is a costly business, and the true value of a total engine supply package such as the top teams enjoy must be at least \$25 million. Now, surely, is the time for FISA to throw in an extra twopennyworth of wisdom and determination to tighten up the fuel rules and banish those performance-enhancing substances which so pollute the paddock but can raise engine output by up to 25bhp. Formula 1 engines should be made to run without them.



Lamborghini's V12 will run in the Ligier this year



CRITICAL CONSIDERATIONS: WATSON

"The ultimate strength of Formula One is that it is an industry so big that while the recession is felt at its edges, its heart is the last place to feel anything"

This new 1991 Grand Prix season can be looked at from two points of view: positive, with the welcome changes to the point-scoring system and the arrival of new teams, and negative, with the effects of the recession and the Gulf war. On the positive side, the point-scoring changes, awarding 10 for a win instead of nine and allowing drivers to keep all 16 results instead of only 11, will help keep the championship alive to the very last race in Adelaide. This must be good for Formula One. Other race series, like Nascar, go on longer to their title showdown than Grand Prix racing. It means there will be an extra 16 points available and I am sure the effects of all this will be good for the racing public. Reliability will clearly be very important though exactly what effect this will have on someone like Ayrton Senna this season remains to be seen. The spectators will certainly benefit by seeing more real racing this year.

I am also personally delighted to see an Irishman put together a package with Ford engines, Goodyear tyres and a major uncontroversial and unthreatening-to-your-health sponsor in Team 7UP Jordan. It is an upbeat and healthy sign for Formula One in a market place that is distinctly unhealthy at the present time. But what Eddie Jordan has proved is that it is possible to put together a package and design and build a car that will be competitive for a fraction of the money which many other teams have been spending without being competitive for many years.

What Eddie has to prove now, however, is that he can maintain the level at which he has come into Formula One. A lot of teams

are struggling financially, but he has found a major sponsor in 7UP thanks to his leadership qualities and this will help as we enter the new financial jungle of the 1990s. Formula One came a long way between 1980 and 1990. The rate of progress was phenomenal. But we are now entering a slowing-down period. Indeed, we are in a now with financial rationalisation taking effect everywhere. The ultimate strength of Formula One, however, is that it is an industry so big that while the recession is felt at its edges, its heart is the last place to feel anything.

This is shown by the fact that this year will be Formula One's "Year of the Engine". We have new engines in new cars from Porsche, Judd, Yamaha, Lamborghini, Ford and Honda. Two Japanese-owned teams, Footwork and Leyton House, have gone down the engine development path to revive their flagging fortunes. Leyton House, I believe, will have an excellent engine from Ilmor, a young and modern company, but it remains to be seen if it will be the right unit in the right place at the right time. Footwork, having bought the old Arrows team, have commissioned Porsche to design and develop a new engine for them, but the end product is overweight and oversized for Formula One. The figures being spent to develop these engines are enormous. You are talking in millions of dollars. How can they pay? Sponsors and philanthropy? Of course, if the investments are successful and the teams blow everyone else away, it will be fine, but if not then they will have a disaster on their hands. In the last two years, apart from Silverstone and Ricard, Leyton House have endured two abysmal seasons.

Footwork have had no relative success since 1988. Of the two, Leyton House have the easier task as their Ilmor will be easier to install and develop, but the Porsche engine is a different story and needs to be more compact and powerful. I say this with some feeling as I am fond of Porsches and have three of the cars myself!

Once again, I expect the leading teams to be the 'big four' - McLaren, Ferrari, Williams and Benetton with Tyrrell as the thorn in their side. All are well-financed, well-structured and well-managed with



Prost has galvanized Ferrari

Ferrari being the least well managed, as shown by the way in which drivers can influence the direction and favour of the team. One looks to these four teams as the pathfinders for technology too. McLaren are the most conservative and must change in this respect. It is no longer going to be enough to

have the most powerful engine. In a sense, Senna and Honda have been carrying the team more than they should do.

We have not yet seen the 1991 McLaren. In the past, they have been late with their new cars, but been successful straight out of the box. I am not so sure this will apply this year. Everything is getting closer and closer and the gap between the engines is receding. It is going to be more difficult for McLaren to sustain their success, but they must be given great credit for what they have achieved. Their sustained run of success is remarkable. In my view, it appears they do not have anyone at McLaren on the design side who has the same stature as Senna as a driver, though this is true also at Ferrari and Williams. In recent years, several key men, like John Barnard and Steve Nichols have left McLaren and I believe this has weighed on Senna.

Last year, the McLaren chassis was consistently unpredictable in handling throughout the season on all tracks and this is a problem they will have had to address urgently as Tyrrell, with the best chassis of all last year, will be a real thorn in their side with the Honda v-10 engine. The problem for Tyrrell is whether, over the course of a full season, they can sustain the finance and the commitment needed to stay with the four at the front of the grid. The Honda v-12 will be the most powerful engine. It will be bigger, heavier and more powerful than last year and McLaren will need to find the right chassis for it if they are to resist the challenge from Tyrrell and the rest.

McLaren's principal rivals will be Ferrari again and Alain Prost in particular. After all he has gone

through, he will want, more than ever, to prove he is the best driver. He will be motivated like a rocket. His attitude to winter testing in all weathers has been quite extraordinary and he has done for Ferrari in the last 12 months what Niki Lauda did when he was there. He has pulled the team together around him, but it will not be easy this year with Jean Alesi who speaks fluent Italian, but who has no time for politics. On the technical side, Ferrari have a proven car and will have a more refined automatic gearbox.

But the most interesting car of 1991, for me, will be the Benetton which I think will be the most exciting product yet from the mind of John Barnard. He has taken that team to a new stage, has changed from Goodyear to Pirelli tyres and has the lightest and most compact engine with the gearbox he introduced to Ferrari in 1991. It may take a few races to develop, but I think the Benetton will be something remarkable. Barnard's switch to Pirelli means the team will have effectively, 'designer' tyres. This move, and Barnard's ability to create with his mind provides the inspiration to get the best from Nelson Piquet. Finally, of the big four, there is Williams. If motivation can be a signal for revival, then Nigel Mansell will provide it. He takes with him to Didcot not only his exciting driving ability, but also the sort of electric qualities which he always shows at Silverstone. He has pumped the team up again. The team went into a mode of linear development last year, but I think Mansell's charisma will re-ignite the blue touch paper for them and make 1991 a year of truly close racing.

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IN MY VIEW

OPINIONS AND LETTERS TO THE EDITOR

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OUR EXCLUSIVE AND HAPPY SOCIETY!

Sir,

As a Formula One fan I look forward every month to each issue of Prix Editions. It is great to see that there is a monthly publication available for us which deals exclusively with Formula One. Long may you continue...and roll on March 10.

L. M. Power,
17, Hunsdon Close, Swindon,
Wiltshire, England.

HOW DID ALAIN UPSET WATTIE SO MUCH?

Sir,

As a relatively new Formula One spectator, I would like to know just what Alain Prost did in the past to annoy John Watson so much. I've never driven a Formula One car, but it doesn't take an expert to realise that what Senna did in Japan was malicious and dangerous.

Senna is a very shrewd and calculating man and had all his avenues well planned in advance. He knew Prost needed to win and he did not and if Prost got to the corner first then he would end the race for both of them and this was pre-meditated. Yet, John Watson and indeed most other British commentators looked for every way of criticising Prost and vindicating

Senna. Sure, Senna had the superior Honda power but Prost had the perfect line to the corner and there was no gap. Perhaps, maybe, there was — for a Honda-powered bike. But not for a Honda-powered Formula One car.

Unfortunately, in Ireland, we are confined to British TV channels for F1 entertainment and for those of us who like to keep an open mind on who is the best in the world of Formula One. The bias of British interest in the television commentary makes it much less enjoyable for us all. I wonder how much different John Watson's reaction would have been, had it been Mr Mansell in that Ferrari number one car.

Joe Kellerher,
19, Beechmont Crescent,
Navan, Ireland.

DEREK WARWICK - A FIRST-CLASS AMBASSADOR FOR HIS SPORT.

Sir,

The 1990 Formula One season is now over. Newsagents shelves are bulging with copious editions of motor racing magazines, each containing comprehensive reviews of this year's championship battle between Senna and Prost, the ups and downs of 'our Nige' and of course the now commonplace

annual predictions for the forthcoming season.

Whilst this is of course topical and worthy of inclusion, many of these magazines have failed to mention another significant event which came at the end of the 1990 season: the retirement from Grand Prix racing of Derek Warwick. One of the most genuine guys in Formula One, Warwick has maintained a boundless enthusiasm through many difficult years with uncompetitive teams and is a first-class ambassador for the sport.

Let us not forget his great drives in the British and Belgian Grands Prix of 1984. Fate always seemed to deal him a poor hand and unfortunately a Grand Prix win eluded him. I will always remember the Brazilian GP of 1984 when, whilst leading the field quite comfortably and with only 10 laps to go, a front suspension collapsed (due to an earlier nudge with Lauda) and the chance of taking the chequered flag was gone.

Setback followed setback and yet through it all, Warwick remained unaffected. His love for his sport never tarnished. Let us hope that driving for Jaguar in 1991 provides Derek Warwick with the world championship he so richly deserves as repayment for a talent that in Formula One has gone sadly unrewarded.

G. T. Gillespie,
63, Scotney Street,
New England,
Peterborough, England.

OPINION: PETER NIELSEN STANDING UP FOR SENNA

Sir,

It's about time that someone stood up for Ayrton Senna. No one can deny that Prost opened up a gap, heading for the first corner at Suzuka. Only drivers of Senna's class and capacity would go for that gap. By mentioning Ickx, Reggazoni, Peterson, Villeneuve and Mansell, there is no need to elaborate this any further.

There is a very good chance that I, for one, shall remember Grand Prix racing for these flamboyant drivers and their God-given motivation, zest and skills; rather than those cool and calculated drives by the likes of Fittipaldi, Stewart and Prost.

Grand Prix racing is safe today. We all appreciate that, but those 26 brave men on the grid chose this way of life by their own free will and are therefore aware of the fact that driving in F1 is a far cry from a game of golf. From this point of view, I find it very sad that great personalities like Stewart and Prost (among others) can so self-righteously examine the mind of Senna. Prost is a great driver, but I just wonder when he will face the fact that Grand Prix racing just is not made only for the likes of him, and never was.

It was a pleasure to hear Stirling Moss state that too often drivers kept their minds on the championship rather than on the actual race taking place. So very true. Ickx never became world champion. Neither did Peterson. And Mansell also just might be eluded by that honour. Who cares! I shall never forget Ickx at Brands Hatch '70; Peterson at The French '75 or Mansell at Adelaide '90. Not to mention Senna at Suzuka '88. Shouldn't we all some times try to remember that the large followings of F1, were initiated by neck-to-neck racing rather than triple world champions doing calculated laps?

Senna is blessed with skills; top material and a love for his racing. In the streamlined world of today, it is a pleasure and so heartwarming to experience a man of passion and dedication. There is absolutely no need to analyse his state of mind, more than that of any other driver. He is in the front, and that naturally frames him at the focal point.

I remember mistakes made by Prost in the early 80's, but I don't seem to remember Jackie Stewart feeling the need to comment then. So Senna; remember what Ickx and Peterson taught you, and go for the gaps. Let your father explain to you the usefulness of brakes at such situations and leave the bickering to those who need it.

Last, but not least, a big thank-you to John Watson and Andrew Marriott at Eurosport for being fantastic commentators with lots of useful information, knowledge and a love for the sport. They have got both feet on the ground and a lot of common sense.

Peter Nielsen
COPENHAGEN

PIQUET, NOT MANSELL, WAS THE TRUE ADELAIDE WINNER

Sir,

In the December issue, on the Editor's page, I read "... Nigel Mansell ... gave us all a salutary

reminder: ... the man who gives his all to the race is the winner in the end."

Are you implying that Piquet did not give his all? Or that Mansell would be a more worthy winner?

Apart from the fact that the winner in the end, surely, is the

man who takes the flag, must you be reminded that Nelson Piquet not only defended his lead like a tiger, but also fought his way past Alesi, Prost, Berger and Mansell. That only Senna was man enough to beat him on the day?

That it can be argued that even Senna was trying too hard and therefore shot his tyres, his brakes, his gearbox, trying to go faster than was reasonably possible? That Piquet candidly admitted later to a lack of concentration for a while — which enabled Mansell to catch him so fast — but that he then held Mansell at bay for several laps, with an undeniable handicap in power and in tyres. And that he did it through sheer brilliance, with no hint of fouling play, as we have sadly come to expect from other drivers?

Nigel Mansell fought like a lion all the way, as is his wont. He was a key player in a great spectacle and he was a worthy (and graceful, which reflects well on him) second. But it was Nelson Piquet's race; he had the best combination of strategy and speed; he was the winner in the end no matter how you care to look at it.

I wonder if you, for all your calls for sportmanship, ever stop to consider just how much this kind of snide remark contributes to the sorry state of affairs in F1 today. It is not only unfair to Piquet but also to Mansell who behaved sportingly and does not need this kind of support.

I am a great admirer of Chris Amon who once said if a guy is screwing up trying to pass me, I would give him room rather than put him over the fence. What kind of man would do otherwise? This is important not so much in the light of a specific situation (overtaking moves) but as a general attitude to the sport and, yes, to life.

Journalists, as much as drivers, teams and the FISA, have an enormous responsibility towards helping to foster this kind of feeling and helping F1 to maintain a cer-

tain level of dignity and they should not let personal preferences cloud their judgement. I think Prix Editions is a fundamentally fair and well-written magazine which only makes your occasional, unreasonable, idolisation of Mansell all the more sad.

Frederico Pinheiro de Melo,
Av Ivens, Dafundo,
1495 Lisbon, Portugal.

LET'S START A PEN PALS COLUMN

Sir,

Firstly, may I wish you all a reasonably peaceful winter (and please think of us who have to slog it out all the year round). I would like to put forward a number of suggestions which you may like to consider in 1991.

My first suggestion is that you invite readers to submit a pre-race report from their side of things, whether they have watched the race on television, or actually been to the event, maybe even helped with the stewarding etc. (I bet the car park attendants at Silverstone could tell a tale or two!)

Secondly, I would like to see a pen-pal column. I'm sure you can think of a better name. It would be a good way of getting people together who would otherwise not meet each other. (Good grief, it sounds more like a dating agency!)

Thirdly, can we have some more competitions to go to Grands Prix? I am sure your charming staff can persuade some more of those multi-million sponsor-type people to donate prizes.

Lesley Gunn,
31, Woodstock Drive,
Wordsley, Stourbridge,
West Midlands DY8 5HY,
England.

PS: Thank you for printing the photograph of the two Andrea de Cesaris fans. It was nice to see Alasdair Dunsmuir again. I met

him at Hockenheim in 1989 and again in Spa this year. Small world, isn't it?

IF ONLY I HAD MET YOU EARLIER!

Sir,

Many thanks to your and your staff for such a fine magazine and especially to Teresa Doheney who managed to send a copy of the November 1990 issue. I have, as a result, signed up for a year's subscription with your U. S. agent, Eric Waiter Associates of New Jersey, as this magazine really is quite impressive.

F1-related news and information is hard to come by in the United States and besides the two F1 fan clubs, FOSA (Formula One Spectators Association) and FONE (Formula One Newsletter) only two periodicals cover F1 racing, namely On Track and Road and Track. Although these fan clubs and magazines do a very good job, I am always trying to find out more about the sport and since F1 is European-based, I thought about obtaining a copy of Prix Editions which I had heard many good things about. I just wish I had looked into it earlier.

Again, thank you for the complimentary issue and keep up all the good work.

Mark A. Saylor,
143, Ruth Road,
Harleysville,
PA 19438-1839, USA.

MY HOME-MADE GREETINGS CARD

Sir,

First of all I want to wish you all a very happy New Year and to express my best wishes I have included a self-made card using a picture I took in Francorchamps last year.

I would like to give you also

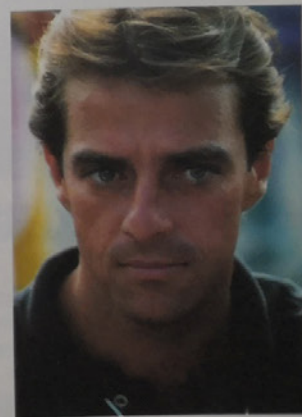
my compliments about the good work that you did last year and I hope you will be doing no less next year. I would appreciate it if you would have a few more driver profiles, so maybe you can take that into account.

When reading the December issue of the magazine, I was both happy and disappointed. I was happy because you published my 'tribute to Sandro' but disappointed because my name was omitted from underneath the letter. Over the last few years, I have met quite a few Formula One fans and most of them read Prix Editions. I was sorry none of them would be able to read that it was me paying tribute to Sandro. It would be a really nice gesture from your side if you could make up for this small omission this time.

To give the mailbag for the March issue of 1991 a good colourful start, I have included a picture of Sandro that I took last year and I would be really honoured if you could publish it for me.

I am really looking forward to next season and especially to the next issue. I can hardly wait for the end of February to arrive. Best wishes again and keep up the good work in F1.

Frank Simonis,
Klein Doesburg, 24,
8181, ZL Heerde,
Netherlands.



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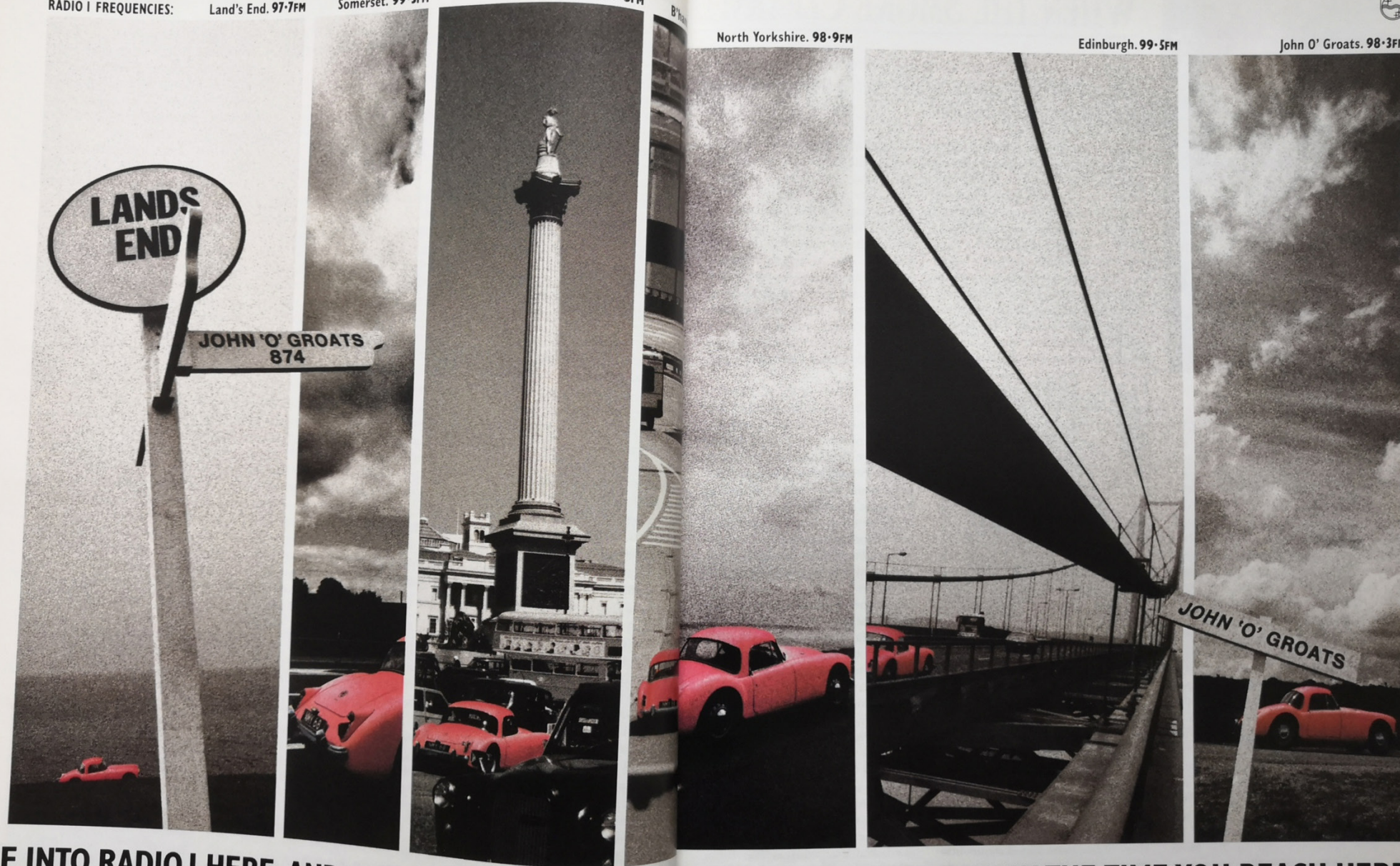
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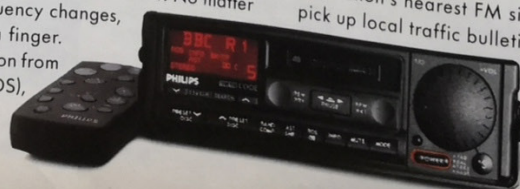
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WHEN THE SMOKE CLEARS: HENRY

"Fuel is not the most interesting topic on Earth, but esoteric debates about it are now higher on the F1 agenda than ever before"

As a lad, I remember standing at Brands Hatch prior to the 1967 Race of Champions watching two deliciously shapely Eagle-Weslake V12s being filled up with fuel. Dan Gurney then hopped into one of them and won the race, beating Lorenzo Bandini's Ferrari in a close sprint from Clearways to the chequered flag. There was later a rather amusing exchange of letters in the correspondence column of MOTOR SPORT magazine in which Shell asserted that the cars had been filled with 66 gallons of Super Shell with ICA at the pumps at the top of the paddock, while the rival Jet company asserted that the Eagle team had, in fact, purchased its supplies from one of their filling stations at Rye, in rural Kent!

Oh! That life could be as uncomplicated today has been my abiding thought over the last couple of weeks, firstly at Frank Williams's pre-season press lunch, and secondly when I received a rather disappointing press communique from FISA following its Formula One Commission meeting on January 28th.

Fuel isn't, on the face of it, the most interesting topic on earth, but esoteric debates about it are now higher on the F1 agenda - and any other agenda come to that - that has ever been the case. Ever since Sheikh Yamanai Or-ya-Life and his Saudi masters started playing silly billys with the price of their black gold at the end of 1973, the problem of conservation has been simmering away on the back burner. Now it has been joined by environmental considerations and, at the end of 1990 we were faced with a very real opportunity for F1 to cast aside the wasteful image it projects to some corners of society and be seen to be highly responsible by adopting leadfree fuel for 1991.

FISA has ducked the opportunity. Put simply, Agip, Ferrari's long-time fuel sponsor, has managed to

mix some pretty potent witches brew which looks set to give Alain Prost and Jean Alesi a flying start towards the 1991 World Championship. Unfortunately the recipe for this rocket fuel seems rather at odds with a lead-free specification. For some unfathomable reason, despite the fact that Shell BP and Elf were all in an overwhelming majority when it came to supporting the adoption of lead-free for 1991, the sport's governing body didn't heed their call. I wonder why.

This head-in-the-sand attitude could well be the downfall of Grand Prix racing in the long-term. Implicit in its arrogance is the feeling that the roller-coaster of commercial success enjoyed by the sport's top category during the 1980s will continue at unabated speed throughout the final decade of the 20th century. Perhaps it will, but in my view it would be unwise to bet on it.

Open any motoring or business magazine and see what's happening to the market shares and profitability of most European motor manufacturers. Ford, to put it bluntly, are in the clag. Their UK market share dropped in 1990 from 26.5 to 25.3 per cent. In motor industry terms, that's launch-the-lifeboat-time.

Fiat's turnover is also down and workers are being laid off. Renault is worried sick by its loss of orders. Honda and the other Japanese manufacturers are doing pretty well, but that country has other potential problems. If Saddam Hussein and his mates succeed in their apparent aim to put the entire Middle East to the torch, there's just a ghost of a chance that Japan might have a slight shortfall in the oil department. Should such an eventuality arise, I imagine Honda would have a few other things to concern themselves about apart

from Ayrton Senna's test times with the new V12 at Hungaroring, or whatever.

So, I ask you, do major motor companies and multi-national companies need F1? As Frank Williams very rightly pointed out they most certainly do not. They can gain worthwhile benefits from their association with the sport's most prestigious formula. But to assert ourselves that they actually need it as a matter of overwhelming urgency is to stray into the quicksands of self-delusion.

With all this in mind, one has to conclude that FISA couldn't have chosen a worse time to defer the introduction of lead-free fuel. As Stuart Turner told me while we were bouncing about in a helicopter en route to last year's British Grand Prix, "when green protesters start flooding over the barriers to squat on the starting grid in front of the TV cameras, I'll wish it had taken this green business seriously."

Going back to where I came in, one is bound to wonder why on earth FISA just doesn't insist on 'pump petrol' as a means of slashing power outputs at a stroke. My old pal Brian Hart tells me this would be the easiest and most straightforward way of slowing the cars down. The fuel companies retort that there are considerable difficulties involved in outlining a valid, world-wide definition for 'pump petrol' rendering such a suggestion more difficult to implement than it seems.

Cynics suggest that the best way to get round this would be for the organisers to haul in a tanker full of juice at the start of a Grand Prix weekend and say 'OK, here it is, fill 'em up for that - the same for all of you.' Problem with this is that Shell, Elf, Agip, Old Uncle Tom Cobbley and all would hardly agree to such pragmatic measures. They haven't invested monumental sums in fuel

technology only to see their efforts being sluiced away and replaced by the 1991 equivalent of Dan Gurney's Jet thrift....

All of this boils down to why on earth fuel, tyre, brake component and other industry suppliers are in F1 at all. The answer, I feel, was best encapsulated in my favourite Shell television advertisement from a few years back. Remember the one? When the old couple in the Morry Minor convertible take the



accidental wrong turning onto Silverstone at Grand Prix time and get the eight second pit stop treatment from the McLaren mechanics. To me, that said more about what Shell were doing in F1 than all the moody Ayrton Senna-in-a-motorway-service-station-at-dawn stuff encapsulated in their more recent productions.

Any industry sponsor supports F1 racing for two reasons; image and the sport's ability to speed up the technological learning curve. Both are equally valid. Plastering corporate identity all over a McLaren-Honda or Williams-Renault gets the message across that yours

is an vibrant, technically active concern, propelling high technology directly to the man in the street - the old couple in the Morry Minor, if you like.

The old boy behind the wheel probably couldn't care less that Prost, Lauda and Senna had won umpteen Grands Prix on a certain brand of fuel, lubricants or tyres. He'd be the sort of normal, non-motor racing person who thinks that an additive is Sweetex and a toluene some sort of Iraqi, hand-held, ground-to-air missile. However, he will be impressed if, thanks to the aforementioned efforts of those drivers, teams and suppliers, his Morry Minor is now doing more to the gallon than previously and its tyres are lasting twice as long as they used to.

It is sometimes difficult to project the validity of motor racing as a technical exercise to the man in the street. Objectively, the fact that a 1991 Ford Sierra is a rather more appealing proposition than a 1961 Ford Zephyr may not seem much of a surprise. But I'm prepared to bet that at least part of that improvement - in economy, performance, handling and allround excellence - wouldn't have been achieved without Ford's unstinting commitment to motorsport, from rallying to Grand Prix racing, over the past three decades. That's the same everywhere you look amongst companies who have been sufficiently imaginative to support our sport.

Trouble is, sometimes will be more difficult than others when it comes to justifying that involvement in the short term. FISA's reluctance to insist on unleaded F1 fuel in 1991 could trigger one of those hiccups. M. Balestre and his colleagues sometimes do need to demonstrate a more sensitive touch. On this occasion they really do seem to have fumbled the catch in a potentially very dangerous manner.



No boy scout could have been better prepared. A winter of intensive testing and critical self analysis have reinforced the optimism and ambition. Now the real Gerhard Berger is ready to stand up and be counted.

■ **BY DERICK ALLSOP**

'Drama was a way of life at Ferrari'

He knows, of course, that he has to improve. Last season his overall performance was less than distinguished. He contributed not a single victory to Honda Marlboro McLaren's Championship success. All six wins were registered by individual champion Ayrton Senna.

But Berger is entitled to some sympathy. It was difficult and uncomfortable enough to be slotted alongside Senna without finding himself cramped and contorted inside a tiny cockpit.

To his eternal credit, he did not labour the point, yet in the cold light of a close season test session he appeared to welcome the opportunity to put his unenviable position in perspective.

The lanky Austrian said: 'I know you did not see the real Berger last season and I hope you will this season. One problem was that I was never sure that I would catch the brake pedal right. A lot of times I got my foot stuck between the brake pedal and throttle, which caused spins such as Phoenix and Spain.'

'I also got a lot of cramp in the leg: no feeling because the feet were pointing upwards and the blood was not circulating properly. I stopped complaining, though, because the team were putting every effort into make it better. They were limited by the size of the monocoque, so there was no point in going on about it. That would only have made people angry.'

'That, anyway, I want to leave behind and I'm sure this time can

be better. Much better. The important thing is that I can race with confidence and I know I can get back the performance.'

'I had the sort of season last year that I suppose should give you a hard time in the head, but I didn't feel it like that at all. I never feel I lack confidence. Sometimes I think that what has happened to me last season was good because it pushed me very hard to work more.'

'I must say last season was bad, but there were also races that were good. I had some good races but the results just never happened for me. I was a little unlucky in this. I don't want to say I was unlucky

from the outside people think I have problems in the head about Senna, but I don't. It has been good for me to see how he works.'

'I don't feel any jealousy. I am honest enough with myself not to have any problems with that. I accept how good he is and how good I am. I am a realist.'

Is Senna even better than he thought before joining McLaren? 'No. I always had a lot of respect for him and he has just confirmed everything I believed about him. It is good to work with him because it shows me how much more I must work and learn.'

'I have changed a lot since the

FACT FILE: GERHARD BERGER

| | |
|--------------------------|--|
| Born: | Vienna, Austria on August 27, 1959 |
| Nationality: | Austrian |
| Grand Prix debut: | Austria (1984), driving for ATS |
| Teams: | ATS (1984), Arrows (1985), Benetton (1986), Ferrari (1987-89), McLaren (1990-) |
| Grand Prix Wins: | Five |
| First win: | Mexico, 1986, in a Benetton-BMW |
| Last win: | Portugal, 1989, in a Ferrari |
| Races: | 99 |
| Fastest laps: | 12 |
| Points: | 161 |

over the season, but I was a little unlucky in terms of the results of some races.'

There are some who suggest the real problem for 31-year-old Berger is the proximity of the awesome Senna. He, however, will hear nothing of it.

He says: 'Competing with Senna is not a problem. Not at all. Maybe

beginning of last year, a 100 per cent change. I put in more effort last year than all the previous years. It is just a shame I didn't get the results. But I had no frustration. Things will turn again and the work from last year will help me this year.'

Through the winter months, too, Berger has been hard at work

while his partner, ironically, has been taking a protracted break. But then, as Berger concedes, he needs to put in all the hours he can.

He says: 'Soon after last season was finished I was testing for the next one. We have been trying to find the right direction for the new car and obviously we have been working on the V12. At the start the performance of the V12 was very similar to that of the V10 but all the time it is improving and the potential of the V12 is greater. That is the important thing. Everyone is happy that the reliability will be there. Sure, you have some small problems, but it will be OK.

'I don't think it will be too much to prepare a new car and a new engine - not for this team. Remember they took their new car straight out of the box and won 15 of 16 races in 1988. I am confident in the people here. I think they will be able to improve the car without taking risks.

'With McLaren and Honda there is a good atmosphere for work. They have a lot of good, talented people, yes, but they also work

very hard. They always give you the feeling they do things the right way. They don't shout about what they do, they just do it. They give full concentration to the job.

'Take Ferrari, for instance. I can speak of them from personal experience. It's never quiet working there, whereas here it's very, very quiet. I can't say the people here are better. The people at Ferrari are very good. They have as much money, or even more. They have everything. It's just that always they are Italian!

'Drama is a way of life at Ferrari. There are always little games there and that is good for the show because the Press have something to write about. But I don't think that gives you maximum concentration for work and in this job, at the level where Ferrari and McLaren are working, you have to have 100 per cent concentration. Having 95 per cent is not enough. Having said all this, it is beautiful to work for Ferrari....'

How, then, does he assess Ferrari's prospects and the new partnership of Alain Prost and Jean

Alesi?

Berger says: 'Ferrari should be strong, but it is very difficult to say anything for sure about Ferrari. They did a good job last year and Prost should continue to do a good job because he knows what's going on.

'I don't know if Alesi is the solution as the other driver. I think Alesi is a good talent, but the big question is: In which direction will he run? Is he running in the direction of a good show or is he running in the direction of the hard work?

'It is very easy in Italy to be carried along by the tifosi and the tendency is for your heart to say "OK, go there, be the hero for the moment."

'It is very difficult to resist that. It depends if he wants to be the hero for the moment or learn for tomorrow. If he wants to learn he has a very good teacher in his own team.

'Alesi can be a good choice for Ferrari because he's young, he's talented and he has the potential. I think the combination of Prost and



Testing, testing and more testing at Estoril this year



Time for the Real Gerhard to stand up

Alesi is good. But nothing is certain. Prost was not sure he wanted to go on. These are the things that are always going on in the Ferrari team.'

The drama he can do without, but he wouldn't mind taking on board Ferrari's semi-automatic gearbox. McLaren are one of the teams now working on their own version.

'I was really happy to hear about this here,' he says. 'In the beginning a lot of people, including Alboreto, were against it at Ferrari. But John Barnard was for the project because he could see the potential, and I was pushing for it.'

'For me it was clear that this was the future. Now it is clear to everybody that this is the future, but then it is always like this in Formula One.'

'There is no doubt it is an advantage to have a semi-automatic gearbox. In my time at Ferrari it maybe did not look good enough, but now it looks all right. Here, we are making progress, but of course we had a long way to go.'

Ferrari represent the most obvious threats to McLaren these coming months, but what of the rest? Barnard's Benetton, perhaps? Or the new Williams?

Berger takes a thoughtful pause, then says: 'Yes, we could have good competition also from Benetton. John Barnard has built a good car, I am sure.'

'They have another, interesting factor. Pirelli tyres. I think they will be better on some circuits and if they use this advantage they will look good. On others they will not be so good and nobody will care about them.'

'I think for them the deal with Pirelli is good. It gives them good possibilities. They can have tyres specially made for their special requirements. Barnard knows what is necessary, be sure of that.'

'You cannot be so sure about Williams. Last year they were strong on some circuits, then they were incompetent on others. They had too much of an up-and-down

season, and I don't know the reason. Was it the drivers? The car? The engine? It is difficult to say what they can do this time.'

There are other matters for Berger and the rest to consider as they approach another season: the dropping of the 11-race scoring system; a block on switching cars in the event of an accident on the first two laps causing a restart; and the operation of the new safety commission.

Berger has another pause for thought. 'On the one hand,' he declares, 'you should be able to count your points in every race. If you finish every race and the others crash five times then you should have the advantage. It seems to me that is only fair.'

'On the other hand, if you look at the Prost-Senna situation in '88 it was right because Senna won more races than Prost and he was always in front of Prost. He was the better, quicker driver and deserved to have the World Championship, even if the other one had more points. There are different arguments for the different systems and I don't know which is the right one.'

'As for not being able to change cars at the start if there is an accident, one obvious problem is that you could be left with only 15 or 16 cars for the re-start. People go to a Grand Prix expecting to see 26 cars race, not 15 or 16.'

'The other problem is that if there is an accident at the start, you could find yourself involved in it even if it was not your fault. This can easily happen in racing. Surely, if it is not your fault, you should not have to be penalised. You should have the possibility of racing again. I would be very upset if I was left out of a race in circumstances like these.'

'I don't know why it has been changed like this. People talk of safety, but I know better points for safety than this one.'

'In all the time I have been racing it has never been in my mind that if I crash at the start it's not a problem because I can switch to

the T-car. All I think about is going for it. I have no thoughts about the T-car or anything else.'

'Now we have the commission looking at safety, the accidents and the drivers and so on. My feeling is that if they can find a right and fair way of doing it, then maybe it will help. We all want Formula One to be safer, so we have to look at ways.'

'It is important that the people really understand what is going on because a lot of accidents look like somebody's fault but in fact are not at all. That's why for me Bernie Ecclestone, for instance, is perfect for this sort of thing. He's at every race, every year and knows what's going on. It is important to have an insider because an insider knows so much and has so much understanding about what is going on.'

'There are a lot of things you have to watch and know. You have to know if someone is going four seconds quicker because he has just put on a new set of tyres. Then, of course, you may have to go and risk something and that can look a bit doubtful. Cameras may not help because it depends on the angle. I just hope anything like this is done very carefully.'

'But then this is one of the reasons why we have FISA, to have this kind of thing and make sure the sport is as good as it can be. I don't think FISA have been as fair as they might about making cockpits smaller. Some people, like Charlie Whiting, have been trying hard because they agree, but at the top they don't seem to view it as such a problem.'

'Most of the drivers are smaller, and if I am honest I have to say I would not think about this problem if I was smaller,' he admits with a grin. 'I would laugh a bit at drivers with the problem. But this, again, is why we have FISA.'

The expression is serious as he concludes: 'I do not want to think of this now. My motivation for this season is high and I am sure it can be a good one for me.'

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Martin - it may be third time lucky

Martin Brundle is back in Formula One for his third stint and this time, he insists, he is here to stay.

■ BY DERICK ALLSOP

After a second brief exile with Jaguar in the world of sportscars, Brundle returns to the Brabham team he left so suddenly last winter. The climate, and much more besides, has changed since then. Brabham have re-structured and put together a viable package. They have taken the now familiar Japanese route, securing an engine deal with Yamaha and sponsorship.

Yamaha are establishing a base for operation in Britain to ensure closer working links with Brabham, a measure of their commitment to the project.

Brabham have demonstrated their fresh determination by bring-

low the Brabham course into Grand Prix racing again. Winter testing and planning have confirmed his belief that both sides of the operation have the essential framework.

The 31-year-old Englishman said: 'For a start you have got to ignore what Yamaha did in '89 with Zakspeed. It's a fresh start for them, new engine, everything.'

'They are clearly very serious about this. They have to be. They admit their target is Honda. That's what they are gunning for and the standard they aim to achieve.'

'Brabham are a team with experience of winning races and Championships. After Bernie Ecclestone ruled it with an iron fist they had a rather wishy-washy period. Now they have re-grouped and, for probably the first time, got a proper management structure.'

'As Yamaha themselves frequently stress, it is a marriage between them and Brabham, and that is the key to it all.'

The appointment of Brundle's partner surprised many observers. Brabham called up Mark Blundell, the 24-year-old who had impressed Williams with his test work for them. British drivers don't always fall into the commercial equation these days, so to have two in one camp is not an obvious arrangement.

Brundle himself admits he was taken aback, and not merely because he had a fellow countryman on board. He had figured on working with a more experienced

team-mate.

He confesses: 'Yes, I was a bit worried when they employed Mark. Two heads are better than one and we had a lot of work to do. But he got 9,000 kilometres under his belt at Williams and that served him well.'

'He is a confident driver, he goes out on the track and gets the job done. He's quick - as they all are now - and when he comes back he says what he thinks. Above all we get on exceptionally well, and pull in the same direction.'

'We had 10 days at Kyalami for testing and went out for dinner every night. Back in the UK we're on the phone to each other all the time. We say and think the same things. That is what the team needs - direction from the driving seat.'

'Come race day he's on his own. But up to that point I will help him all I can. He's still learning and needs advice. I'm sure, though, that we can form a very good partnership.'

Testing has provided further encouragement - and the inevitable moments that have required patience. The engine ran perfectly, straight from the box, at Silverstone, but stumbled into a number of problems at Kyalami.

'We're not kidding ourselves,' said Brundle. 'We have a massive amount of fundamental work to do. I expect reliability from the package, but to get the last 30 or 40 bhp will be hard. That will take some finding. Everyone is aware of that, though, and determined to do the job.'

Brabham plan to have their new car - the BT 60Y - ready to link up with Yamaha's V12 engine

for the European programme, starting with the San Marino Grand Prix on April 28.

Brundle says: 'It will be a brand new car, not radical but at the same time not just a development of what has gone before. Hopefully we should be able to get to work with it as soon as we get back from Brazil.'

There is no danger of the team's No. 1 driver not being prepared for the Championship curtain-raiser in Phoenix. He began his own build-up to the season as far back as last August.

He explains: 'I was fairly sure by then that I would be returning to Formula One and as my programme in the second half of the season wasn't too heavy I decided I should take the opportunity to go into a serious training routine.'

'I've put in a lot of work through the autumn and winter months. I don't think I've been as fit since I was at school. Part of the training has involved running on sand. Strength and stamina are more important than ever before in

Formula One.

'I know also that I'm driving better than at any time in my career. I have never been in better shape mentally or physically. I am sure I am now coming into the best years of my racing life.'

But what, realistically, does he expect to achieve in what is bound to be a difficult first year for the Brabham-Yamaha marriage?

He replies: 'In the first half of the season we've got to make sure we don't fall back into pre-qualifying. Last season was a bad one for the team. Then we can look for top ten qualifying and regular points by the end of the season. That is a sensible target for this year, then we should be strong for next year.'

Brundle adds: 'What I do know is that it is great to be back in Formula One. Jaguar and sportscars have been good to me. Those two seasons brought me a World Championship and a Le Mans win. But Formula One is what I want now, and Formula One is where I intend to stay.'



Driving into the best years of his life



LAT

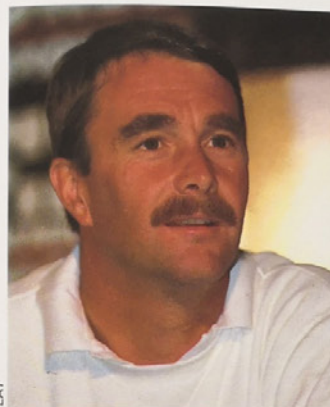


Driving force: Dave Price

ing in Dave Price, one of the most effective and respected driving forces in motor sport. He will guide the team, leaving Herbie Blash free to concentrate on matters of liaison with Yamaha and sponsors.

It was this new sense of commitment and determination which convinced Brundle he should fol-

DRIVER FEATURE: NIGEL MANSELL



LAT

THE LION
ROARS AGAIN

■ BY DERICK ALLSOP

The Lion is ready to roar back into the World Championship jungle this season. Nigel Mansell, who earned the nickname among Italian fans with his courageous, combative driving for Ferrari, is indicating by word and deed that he has no intention of retreating from the hunting ground.

Winter testing with Williams-Renault has reinforced his belief - and the belief of the Anglo-French organisation - that he really can mix it with likes of McLaren Honda, Ferrari and Benetton Ford these coming months.

He has pushed the old car, aided by a few significant modifications, to lap times unthinkable after its largely disappointing performances last year. At Paul Ricard, for instance, Mansell was hugely satisfied after outpacing former team-mate Alain Prost, who had a strong run in the new Ferrari 642. By the end of his stint, Prost had delivered a 1 min 28.5sec. on Goodyear's latest qualifiers. The

following day, however, Mansell produced a 1: 2.51, which was 1.9 seconds quicker than his pole position lap for last summer's French Grand Prix, at the wheel of the Ferrari.

Renault's interim engine gained approving nods and Mansell was particularly encouraged by Williams' semi-automatic transmission.

All now hinges on the 1991 car, of course, but the No. 1 driver is in buoyant mood. He said: 'Things have gone really well. I must say I enjoyed that Ricard test. I think we turned a few heads down there and we hadn't even got the new car at that stage. The gearbox was good and we showed that we could get the old car to work pretty well, too. I'm happy with the whole situation and there's no doubt about it, I'm even more optimistic about our prospects for this season.'

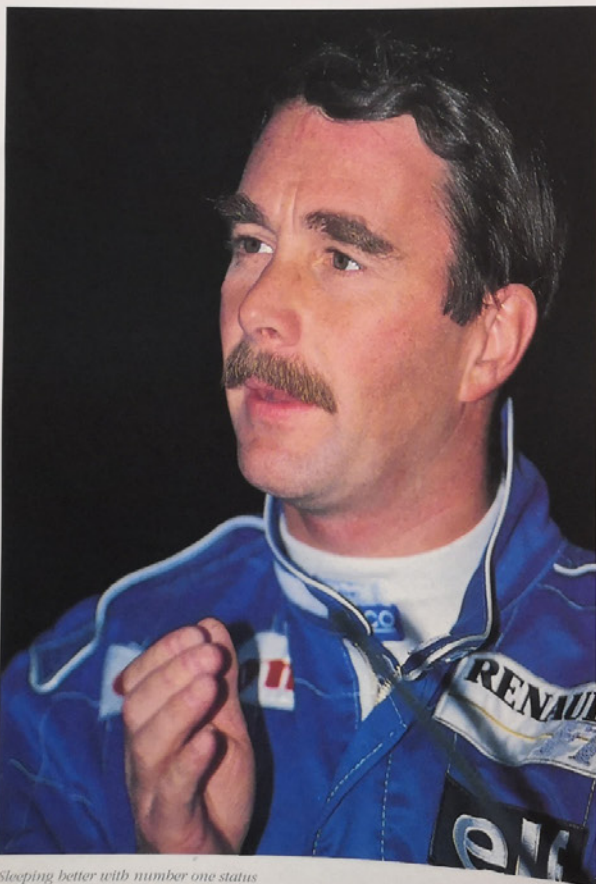
Mansell's attitude towards the transmission - and to the revised reactive suspension system - is that if it works, fine. He says:

'Reliability is vital. That is something that really came home to me at Ferrari. We have to finish races. If we do that we can build a strong challenge in the Championship.'

So what does he make of the new car? 'You can't be sure of anything, but I feel the car will be good - and on certain circuits very good. I think we have a lot to look forward to. This is the first time I have had the absolute No. 1 position in a team with genuinely competitive car. It is a situation I have wanted to be in all my career. It is the only way to have a realistic chance of the Championship. The good thing is that everyone at Williams is behind me. The same applies to everyone at Renault. We all know we have to make a really big effort and we're willing to make the effort. All the way through, the attitude in the team is right. The commitment is 100 per cent, and that's why I didn't retire. You look at the opposition and there's no doubt it's going to be a tough, competitive season. You



Nigel was happy with his Williams at Ricard



Sleeping better with number one status

have strong teams, strong engines and strong drivers in different teams. 'Honda's V12 will obviously be powerful and McLaren's record speaks for itself. Benetton will have John Barnard's new car and I know what is going into the Ferrari effort. 'It all adds up to a potentially close and very exciting season. We at Williams intend to be in there fighting with the best of them. 'I'm not saying we are going to win the World Championship, but I am very confident we can be competitive and if things work out the way we plan the Championship may not be an impossibility.'

'Riccardo (Patrese) and I have been teammates before, and I know both of us will be working very hard to make the car faster. The potential in every area is very big. The gearbox is the latest thing. The engine, hopefully, will be the best engine Renault has made. (As for the FW14 that Patrick (Head) has designed with Adrian Newey...I am very confident that it's the best car that they have ever designed...It's a very exciting year for Renault Williams. I would say Williams this year will be the equal of Ferrari and McLaren.'

'(Since) I left Williams two years ago...the building is almost twice as big. They have the (new) wind tunnel now which will be ready in about six weeks time. They have many more departments and I think another 50 people.'

But it's not only the car and the team that please Mansell, but his number one status. He said: 'I think it is the first time in my career that I can go to sleep at night and not be concerned whether I'm going to get the best engine, the best gearbox or, the most cooperation. (In) motor racing, as everyone will tell you, it is impossible to run a joint number one operation. You have got to have an outright number one and two situation. And, therefore, I won't have to worry about anything other than the fact that we can do the best job with the best equipment we have got.'

=Sports Seen=



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SPECIAL FEATURE: THE NEW BOYS

Are they ready for the big time?

SPECIAL FEATURE

This year, five new drivers, from five different European countries, will make their F1 debuts. In this special GPE feature, Eric van de Poele, Mika Hakkinen, Erik Comas, Mark Blundell and Pedro Chaves reflect on their rise through the ranks and their prospects for 1991.

■ BY WAGNER GONZALEZ

Only Britain's Mark Blundell, previously a test driver for Williams, had experienced driving a Formula One car before winter testing began. His switch to join fellow-Englishman Martin Brundle at

Brabham-Yamaha put into prospect a highly-promising first season in Grand Prix racing but he is unlikely to start the year as 'most fancied newcomer'. That title goes to Frenchman Erik Comas, who has joined Ligier with Thierry Boutsen.

Comas, 27, from Romans, had invitations from teams like Brabham, Leyton House and Peugeot in his pocket before he chose Ligier. He is a proven winner: except for 1989 when he finished equal on points with Jean Alesi in the International F3000 championship, Alesi winning with more wins, Comas has won a French or international title every year of his career. . . French blue-class in kart in 1983, Volant-Elf Winfield in 1984, Volant Elf in 1985, Formula Renault Turbo in 1986, French Super-Production in 1987, French F3 in 1988 and the International F3000 series last year.

Comas left school in 1983 after convincing his father he should concentrate on motor racing, ini-



Mark Blundell

LAT

tially karting, for a career. Since then, it has been success all the way. He could have entered F1 last year, when he had offers from Scuderia Italia and Lotus, as a test driver, but chose instead a further year in F3000. By the end of 1990, however, he had been approached by Guy Ligier to join his reorganised ecurie and work alongside Boutsen.

"I get on very well with Thierry," said Comas. "But it is quite impossible to have a bad relationship with him, isn't it? He has been very nice to me and I know I'll learn a lot working with him. All I can offer him is my friendship."

Erik is married to Brunelle and a good friend of both Jean Alesi and Eric Bernard after racing against them both for many seasons. He is very keen on jet-skiing and his favourite food is, untypically for a Frenchman, a simple and green fruit salad. And he does not drink wine!

Mika Hakkinen, at 22 the youngest of the new intake, is another who steers clear of alco-



Erik Comas



Eric van de Poele

hol, except on the rostrum. A serious person with a misleadingly youthful face, he has already formed some strong opinions on the men already driving in F1. "Ayrton Senna is fantastically fast over two or three laps, Alain Prost is also a very good driver and Nigel Mansell too, but Mansell doesn't think enough... sometimes."

Hakkinen, the British F3 champion last year, plans to move from his south London base to Norfolk to be close to Lotus where he obtained the second seat thanks to his mentor Keke Rosberg's close friendship with Peter Collins. Until he does, however, he will continue to live with old friend Mika Sohlberg, another 'flying Finn' who drives rally cars. 'Hakka' met him through Rosberg, another typical example of how friends have supported his career.

For most of his career, like Comas, Hakka has become used to winning races and titles, but in 1989 he had to endure a bad season from which he learned a great deal. He said: "It was really bad. I chose the wrong team and the wrong car. The Reynard Toyota that was so good in 1988 wasn't so good in 1989, mainly because of a tyre change."

He found the season mentally tiring and, while searching for a route to recovery, bumped into Dick Bennetts and then Professor Nuno Cobra, Ayrton Senna's fitness coach, who taught him how to improve his concentration, some-

thing he recognised as very important in qualifying.

"You cannot think too much about the car in qualifying. That is why I avoid telling jokes, talking and all of those things. They make you loose your concentration and I cannot afford that. I am paid to make my car go quicker and quicker."

"Everyday, usually in the morning, I try to think about a single thing for some 10 or 15 minutes. It helps. Last year, when I was losing some races in the British F3 championship, I found myself worrying too much about the other cars and forgetting about mine. When I cared more about my own equipment, the results came back."

Eric van de Poele of Belgium is the most laid-back and relaxed of the new boys. Husband of Nadine and father of Alex, this 29-year-old from Verviers, near Spa, is rarely annoyed by anything, let alone jokes in the press. "I don't know why," he said. "But some of the French journalists started to call me Tin-Tin (after the Belgian comic hero). Well, they are not drivers. They are journalists. And I am a driver and not a journalist..."

Brussels-born Van de Poele is from Belgium's French-speaking area, but always lived in the Valonaise at Namour until he moved close to Brussels again recently. He began racing in saloon cars. "I did saloon racing for an obvious reason — I found good sponsors to do it and for my budget I could not find better

value. After a few races, I had enough funds to do some single-seaters until Lease-Plan, my main supporter, opted to back F1. Actually, my first full season in a formula car was not until 1989 when I did F3000."

Van de Poele should have made his F1 debut last year in Belgium for Peter Monteverdi, replacing Gregor Foitek, but a financial dispute with Goodyear meant he did not race. Instead he flew to Birmingham, where he won the second of his three victories in F3000 last season.

His Lambo opening came when he was invited to join Mauro Forghieri to dinner at Fiorano last season. After several tests, he was offered the drive, which he says is not a paying seat. "The car will carry a sticker for my sponsor, but it will be very small. I told the team I could get some money, but what I have for 1991 is much less than I had for F3000 last year."

Mark Blundell, 24, from Royston, will have the full support of his family as he embarks on his F1 racing career. "In Formula One, your feet can leave the ground very easily," he said. "So, it is very important to have your family supporting you."

Family is a serious matter for Mark who carries the message "The Will to Win" across his helmet. This has nothing to do with sponsors but instead comes from a personal deal between himself and his grandfather, Reginald, who loved motor racing. His example of support to Mark has led to great support right through from Formula Ford 1600 to F3 and F3000.

In 1990, the financial needs of a young family led Mark to drive for Nissan in the world sportscar championship and to take the test driving job at Williams. It was a good package and one he handled so impressively that Patrick Head, in conversation with Herbie Blash of Brabham, talked so impressively there was no doubt in Blash's mind about taking Blundell on as a replacement for Stefano Moreno



Mika Hakkinen

when he moved on to Tyrrell. After all, at Williams, Blundell had put more miles under his belt than many regular F1 entries — an experience which taught him a lot. "Neither at group C nor F3000 can you experience the g-forces of F1. In 3000, you may get to 2-9, but in F1 you reach 4. 2-9 for five seconds at times. The only solution is to keep racing. There is no gym machine to build up the muscles you need."

Pedro Chaves, 26, completes the quintet who enter F1 in hope. A true fighter, this diminutive Portuguese driver has reached the top with Coloni after causing a stir three years ago when he opted to jump from British Formula Ford 1600 straight to F3000 after karts and F-Ford 1600 in Portugal. The jump was too much and he need-

ed a spell in the British F3000 series in a Mansell-Madgwick Reynard to prove himself again last year.

The son of a top figure in the Portuguese motorsports federation, Oporto-born Chaves impressed in December at the Estoril test where despite two accidents he clocked good times in the Coloni to secure a two-year contract with Enzo. Many said this meant a series of nice weekends around the world for Chaves and his wife Helena, but he saw it differently. "I know the limits and everything concerning the team," he said. "But my agreement with Enzo is for two years and that is good. It allows me to be in F1, my ultimate target, and gives me enough time to show people what I can do."

Lessons of the hard times learned



After an acutely difficult year in 1990, Team Lotus has undergone another winter of major changes in management and sponsorship, former Williams and Benetton manager Peter Collins (left) returning in a bid to rekindle a revival of the triumphant Chapman era. What has he achieved - and what can we expect from Lotus in 1991?

■ BY TIMOTHY COLLINGS



Mika Hakkinen in new Lotus livery at Silverstone

One are the days of Camel, the blinding yellow livery and the Lamborghini engines. Gone too are Derek Warwick, Frank Dernie and Rupert Manwaring. There will be no more extravagance at Ketteringham Hall, the beautiful, historic and evocative headquarters of Team Lotus. Where once, even recently, there was an ebullient, if misplaced, confidence, there is now just quiet determination. Lotus, like the man who has taken over their manage-

ment and their leadership, are returning to their roots.

"Our objective really is to rekindle the spirit of (the late) Colin Chapman and the philosophy of his approach to Grand Prix racing," said Peter Collins, an Australian who began his Formula One career in 1978 with Team Lotus and who worked closely with Chapman to the end of the 1981 season.

"I have to say, from what I have seen already, that there is a

team here which is capable of being a top team and that also there is a great deal of interest world-wide that Lotus will remain a part of Grand Prix racing. Our initial speculation, I would say, has been rewarded already and I am sure that in 1991, while it may not be the most successful season in the team's history, it will be an encouraging season and will lay a strong foundation for future years."

Collins, together with successful German Formula Three entrant Horst Schuebel and Peter Wright, the long-serving Lotus engineer who created ground-effect single seater racing cars, took over the running of Team Lotus on December 6, 1990. None of them were blinkered to the team's problems, its decline in recent years and its particularly severe problems during 1990.

Founded by Chapman in 1952, Lotus first entered Grand Prix racing at the Monaco Grand Prix in 1958. The team blossomed under its leader's innovative, competitive, sometimes controversial, guidance, winning 79 Grands Prix, seven constructors' World Championships and six drivers' titles. Each triumphant driver and car, photographed and framed, now hangs in the team's 'hall of fame' at Ketteringham Hall; but the images which were once contemporary and synonymous with the success of Lotus are now just reminders of a once-glorious past. For, in truth, ever since Chapman died in 1982, the team has been in a slow decline, a condition which was arrested briefly by the driving genius of Ayrton Senna, whose first Formula One win came at the wheel of a Lotus in the rain at

Estoril in 1985.

Senna went on to record another four victories and produce an extraordinary series of pole positions, but they were illusions so far as Lotus were concerned, achievements which confirmed his talent and hid the Lotus decline from obvious view. The Brazilian's last victory, at Detroit in 1987, was also the team's last and, since that hot afternoon in America, no Lotus driver has been on top of a Grand

"Collins is level-headed and determined and a strong believer in people and motivation"

Prix podium.

Collins' arrival is not the first since then to be heralded as a new start for the team. Only 12 months ago, with Tony Rudd in charge as executive chairman and Manwaring (now at Tyrrell) as team manager, the team's hopes were rising. They had Dernie as technical director, Warwick as number one driver, Martin Donnelly as number two and Lamborghini engines. They also had massive sponsorship backing from R.J. Reynolds Tobacco International and its Camel cigarette brand. It looked to be a promising package.

But, after another series of disappointments, culminating in Warwick's crash at Monza and Donnelly's miraculous escape from death in Spain, Camel's financial life-support system was withdrawn and Lamborghini decided to end its engine supply. To many observers, it seemed certain Lotus

would cease to compete in Formula One, but Collins and Wright, offered their services to the Chapman family, who retain ownership of the team, as marketing consultants, and were determined to prove the pundits wrong. The team's survival under the control of the Collins-Wright-Schuebel consortium, never mind its performance in 1991, has shown already what they can achieve after the tortuous days last year.

Collins, level-headed and determined, is a strong believer in people and motivation. For him Grand Prix racing is not a glamorous occupation nor an opportunity to make money. It is not a marketing or financial arena, but a sporting one, in which he believes it is the best teams, with the best cars, drivers, designs, facilities and organisation, which win. To that end, he began his period in control with several astute signings - Horst Schuebel, to begin with, as a member of the controlling consortium, Mika Hakkinen, the outstanding British Formula Three champion of 1990, as second driver and Enrique Scalabrini, the Argentine designer who was previously with Dallara, Williams and Ferrari, as the technical director.

"Peter (Wright) is really research and development, ideas, concept, a man of fantastic ability and, I think, with a very good record. He is a very original thinker, Horst Schuebel had an interest in, and wanted to be involved in, Grand Prix racing. He has contacts in Germany, which is very helpful. . . . Germany is a country which is very keen on F1. We all thought this was a very positive aspect. Enrique is a very talented engineer and has obvi-

FACT FILE: TEAM LOTUS

- 1952** Lotus Engineering Company formed in Hornsey, London, by Anthony Colin Bruce Chapman, whose initials are carried in the geometric Lotus badge. Lotus sports cars dominate their class in the Le Mans 24-hour race throughout the 1950's.
- 1958** Team Lotus enter Grand Prix racing for the first time at the Monaco Grand Prix.
- 1959** Lotus move to larger, purpose-built premises in Cheshunt, Hertfordshire.
- 1960** Lotus score their first Formula One victory at the Monaco Grand Prix with Stirling Moss at the wheel. Moss records Lotus's first fastest lap at the Dutch Grand Prix.
- 1963** Lotus win both the constructors' and the drivers' world championships thanks to the 'bathtub' monocoque chassis of the Lotus 25 and the genius of Jim Clark.
- 1965** Lotus move to their present base at Ketteringham Hall, Wymondham, Norfolk, already established by this time as one of the great teams in Grand Prix racing. Jim Clark wins the drivers' championship again, for the second time, and Lotus win their second constructors' title.
- 1968** Graham Hill, in a Lotus, wins the drivers' championship, Lotus's third in six years. Lotus also win the constructors' title again. Lotus become the first team to carry advertising in Grand Prix racing with John Player's Gold Leaf brand. The association lasts 18 years.
- 1970** Jochen Rindt wins the drivers' championship in a Lotus. The team take the constructors' championship again.
- 1972** Emerson Fittipaldi wins the drivers' championship in a Lotus and the team win the constructors' title.
- 1973** Lotus win the constructors' championship, but not the drivers' title.
- 1978** Mario Andretti, in a Lotus, wins the world drivers' championship, Lotus's sixth and last to date.
- 1982** Team founder Colin Chapman dies. Fred Bushell and Peter Warr take over the running of the team.
- 1984** Ayrton Senna joins Lotus.
- 1985** Senna wins his first Grand Prix in a Lotus.
- 1986** Senna claims eight pole positions for the season.
- 1987** Senna wins at Detroit, in the United States Grand Prix. It is his final victory for the team, in a car with "active" suspension, and the team's last to date. Lotus are sponsored by RJ Reynolds, through their Camel cigarette brand.
- 1989** Fred Bushell resigns as chairman and Peter Warr as team manager. They are replaced by Tony Rudd and Peter Manwaring who sign Derek Warwick and Martin Donnelly as drivers and agree to take Lamborghini V-12 engines.
- 1990** Peter Collins, Peter Wright and Horst Schuebel take over the team. Support from Camel ends. The team is overhauled and re-financed.

ously has a very good time and lost of experience with Williams. He has a rather stormy period at Ferrari. I think he has a lot of design capability and some very original ideas."

"It is now a case of bringing all these personalities together as a team, to mould them into working together. Enrique was with Williams for five seasons and established a very good relationship with Patrick Head. I think it was a big move for him, personally, to leave and to go to Ferrari."

Collins, whose own experience has included a spell as Williams team manager between 1981 and 1985 before moving on to Benetton, where he managed their acquisition of Toleman and development of the modern team,

believes strongly that Lotus's revival requires innovative and individual contributions from all his team and not a copying exercise based on others' success.

"Designers have their own views on how things are to be done," he said. "That is not to say that one is right and one is wrong. It is just a personal thing. It is like an individual manner of dressing. Some people like to put certain colours together. Some people wear a different relation of colours. It is a personal thing. The individual's personality comes out."

"We have a mandate that will allow us to do what we believe is correct. Having said that, if we are wrong then obviously we have to take responsibility. But both Peter and I go back about 10 years with

the Chapman family and Team Lotus. Peter, in fact, for 15. There is quite an established personal understanding."

Collins does not like suggestions that he is trying to recreate the Chapman era, as such. He said: "There is a spirit of what Team Lotus was - progressive, original and very competitive... with a strong will to race and to win. It is not so much recreating a philosophy as continuing one. This year (1991) we will be building for the future, but still aiming to surprise a few people with our performances."

Typically, he avoided discussing his particular performance ambitions for the year. "The assessment of how teams operate is largely based on this engine and



Coming out of the pits: David Brabham, in the seat, with Horst Schuebel and Mika Hakkinen

how the car looks and this driver and the chassis and so on... but the performance of the team is really about the people in it. The best team is the one with the majority of the ingredients right, not just the materials, mechanical or technical components, but also the people; the way they work together... I know why I believe we can do it, but I am not about to say why. It would be perceived to be unrealistic or unimaginative. Either way you cannot win. The results will be a statement of our capability, our organisation and our engineering."

Contrary to many rumours, Collins has found that, despite its recent disappointments, Lotus's illustrious history is still attractive to potential sponsors. "There are, maybe, three of four teams, who do not have a problem in attracting commercial partners," he said. "But I am absolutely convinced from the research we have done that we are in a far more comfortable position than any other team bar the top four in attracting sponsorship. This is because Team Lotus has a history and a name which is recognised and attracts more interest than teams which have been more successful, but have no history."

Lotus's hard times have offered lessons for everyone involved in the team. Lessons which, Collins said, they have all heeded. As a

result, this year's car will not be a radical one, but a revised car - possibly with 'active' ride - based on the 1990 car. It will incorporate changes and improvements and will house the Judd v-8 instead of the Lamborghini v-12 engine, a change of power-unit which Collins believes will cause his team and their drivers no hardship.

As to drivers, he was still uncertain, at the time of writing, who would take the number one seat in Phoenix on March 10. Martin Donnelly, contracted as the leading driver, was recovering from his accident, but unlikely to be fit and Johnny Herbert, a Collins protege at Benetton, was among the contenders to take the drive. Having seen the long-term effects on Herbert of his accident at Brands Hatch, he is no rush to see the Ulsterman's return to the cockpit. "It is too early to say much," he said. "Obviously he is not going to come out of hospital and get into a car and go racing. He will need time in the car, to establish himself and make sure everything is right, to go testing and build up his physical condition to a point where he is ready to race again before he comes back."

"Compared with Johnny, Martin received a much heavier impact and a greater shock. But his bone damage was less complicated. I

was surprised how long it took Johnny to recover his strength. With Martin it is different and there is no way of projecting how he will be in a month's time or two months or nine. We have to wait and see. The big thing will be to see if he is totally unaffected by the accident - and you can only see that when he gets back into the car, feels comfortable and drives quickly."

Collins' dedication to his new job is complete. He feels an affinity with Lotus that goes back to his early days with the team under Chapman and he is happy to admit it. "Working with Colin Chapman was electric," he said. "I found at Williams I was a small cog in a bigger wheel and it was a different approach. No two teams have the same approach. Lotus has always been aggressive, optimistic, enthusiastic - Williams is more conservative and there was a great contrast for me. There is something special about Team Lotus for me."

"It is a very British team. Although I am an Australian, I have been here for 12 years now and I feel a very strong affinity for British history and culture. Lotus is part of that and I have felt it about Lotus since I first saw a Lotus 25 and Jim Clark. I want it to carry on that way."

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EDDIE JORDAN'S DIARY

When the Light Turns Green

It has been a long time since I had to sit down and think about writing an article for anyone, never mind a magazine such as Grand Prix Editions. In my dim and distant past back in Dublin I used to be a journalist. To this day I hold a press card which quite often comes in handy, although the photograph is of a decidedly young looking version of what I see in the mirror each morning...



Eddie Jordan with Bertrand Gachot at the 7UP launch

WORDS & PICTURES

Tim Collings has given me carte blanche regarding this column, but I am under oath to supply a team owner's view of the season with all the juicy bits intact. Hopefully he'll allow me some leeway when it comes to the silly season and contract time, but since everyone starts dealing earlier and earlier each year, it could all start at Phoenix, so that might be a problem.

As I write this, I have yet to see my cars race, and that places me at a slight disadvantage. If Ron Dennis or Ken Tyrrell were writing it, at least they could talk about the successes of 1990, and their hopes of the forthcoming season based on past experience. If I am to make any forecasts about Team Seven-Up Jordan, it has to come from the belief that our package of drivers, engine, chassis and sponsorship is very competitive. Put there is little point in pretending that I, or anyone else, can say what is going to happen when the

light turns to green in Phoenix.

What I can say is that everyone associated with my team is looking forward to the opening race of the season because we have all spent the last couple of years working towards the goal of reaching

"It is a vicious circle and the only way to break out of it is to take a risk somewhere along the line"

Formula 1. I couldn't begin to remember when I first thought about running a Grand Prix team, but it has always been in the back of my mind. To start with, everyone has to have aims in life, and you have to work towards moving up to a new level.

Ten years ago, when I set up my Formula Three team, the first aim was to survive, the second to race competitively, the third to win. I

worked towards that and after finishing second in the British F3 series with Martin Brundle (1983) and Allen Berg (1984), I knew we could break through and win.

The major problem for team owners has always been the ability to put together the right package. There is a lot said about this but, believe me, that is what I have to concentrate on every working minute of the day. Having the best car, the best engine, the best driver, the most supportive sponsor, the best people around you: it takes a lot of effort. So often you see teams with good equipment, good managers and mechanics, but no sponsorship. They want to have the most talented driver around, but usually he has no money, so they end up having to settle for a mid-fielder who is half a second off the pace but managed to secure sufficient sponsorship.

It's a vicious circle, and the only way to break out of it is to take a calculated risk somewhere

along the line. I took mine with Johnny Herbert because he had no money with which to go into F3 in 1987, but a huge amount of talent. I signed him up, bought a Reynard, did a deal for the latest Speiss Volkswagen engines, and scraped together the money to run him. And it worked, because we won the championship.

If you win a championship like Formula 3, there is no point waiting for sponsors to start flooding in with offers to give you whatever it takes to keep on achieving success. When we took Johnny into F3000 in 1988 we still didn't have a major sponsor, but after we took pole position and won the first race in Jerez, Camel came on board. With Kuwait Petroleum sponsoring our second car we had enough to do the job.

My team is best known for its F3000 successes first of all with Johnny Herbert, then with Martin Donnelly, and

finally with Jean Alesi's championship win in 1989. It saddens me to see how accidents have subsequently affected the careers of both Johnny and Martin, but they have both made fantastic recoveries.

"There were a lot of late nights, a lot of six-thirty starts, but that's the name of the game."

I've been to see Martin in hospital a few times, but certainly not as often as I would have liked. He has made really excellent progress and from what I have seen it looks as though he will be in the driving seat before too long. I've always believed in his ability, and everyone in my team rates him among the best. We know that he is as quick, possibly quicker, than Alesi.

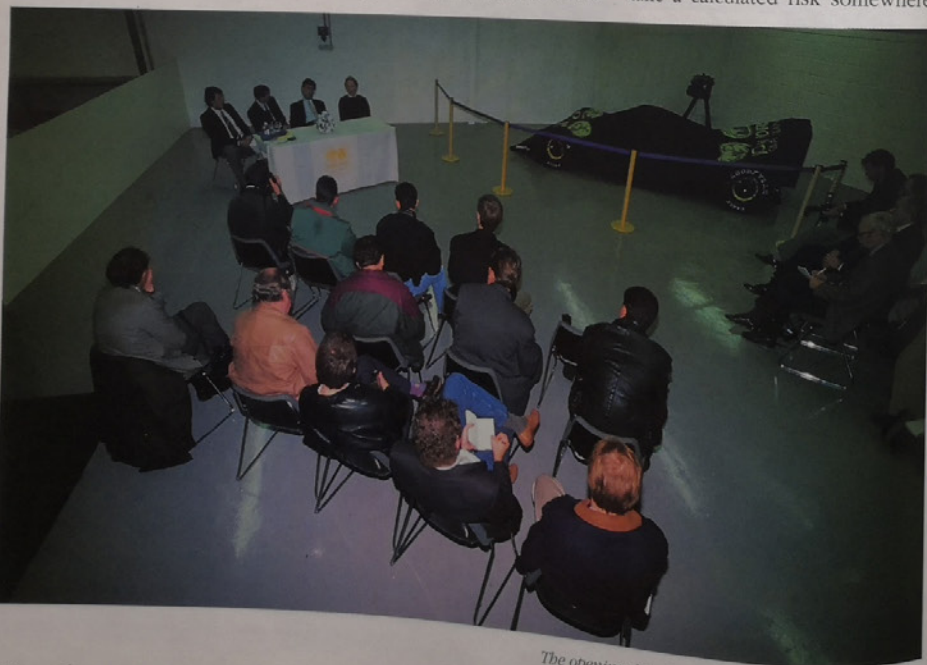
And Jean? Well, he always had outstanding potential and I'd like

to think that my team helped him to fully realise it. Two years ago he was out of a drive after a disastrous first season in F3000. Now look at him. I've no doubt he's going to give Prost a run for his money.

Getting back to my own team, it has come as something of a revelation the way in which everything has gelled together. There were a lot of late nights, a lot of six-thirty starts, but then that's the name of the game. Someone else will be out there doing a deal while you're still shaving.

I've known Gary Anderson, our designer, for a long time, and he has done a superb job in putting together a car which looks so good and promises to be very effective. If the tests in Paul Ricard were anything to go by then we are looking good, but as I said earlier I am not making any predictions.

Talking about testing, November 28th last year was an important day since it was the first



The opening day: Eddie and his team meet the press



Shakedown on the way to success?

time that the Jordan 911 had run. As if that wasn't enough for me to cope with, my old hero John Watson was at the wheel, and I have to say it gave me a lot of satisfaction. Particularly when Gary Anderson and Trevor Foster came back from a further test at Pembrey and reported that old Wattie, sorry 'young' Wattie, had been flying around. I think he'd drive for me at the drop of a hat, and I wouldn't mind that. But we're too sensible to do anything like that, and more's the pity.

In the end I signed up Bertrand (Gachot), and he has been doing a superb job for us. Back in '87 Bertrand was our biggest rival, finishing second to Johnny Herbert in the British F3 Championship, and he greatly impressed me. Since then he's had a rough time in F3000 and F1, but if ever there was a talent ready to burst onto the

scene, Bertrand has it.

He's quick, and he's intelligent. He speaks four languages, which is pretty annoying since I don't know what he is saying about me when he makes calls from my office, but in terms of driving ability there is nothing to worry about. He knows the team is right behind him, and with that level of support, plus a good car, he ought to flourish.

At the time of writing I haven't a clue who our second driver will be, but everything else is slotting into place. Our major sponsorship with Seven Up is exactly the kind of backing I was looking for, and I know it will work well for both parties. The fact that the car is green appeals to my nationalistic instincts, and Ian Hutchinson has done a superb job in coming up with the overall design and colour scheme.

The Irishness of the team is

something which a lot of journalists commented on when they came to the launch of the car at our Silverstone premises. Gary Anderson is from Northern Ireland, along with John Watson - our initial test driver - and our press officer Mark Gallagher. Then there is myself, and fellow southerners Bosco Quinn (General Manager) and John Walton (Chief Mechanic).

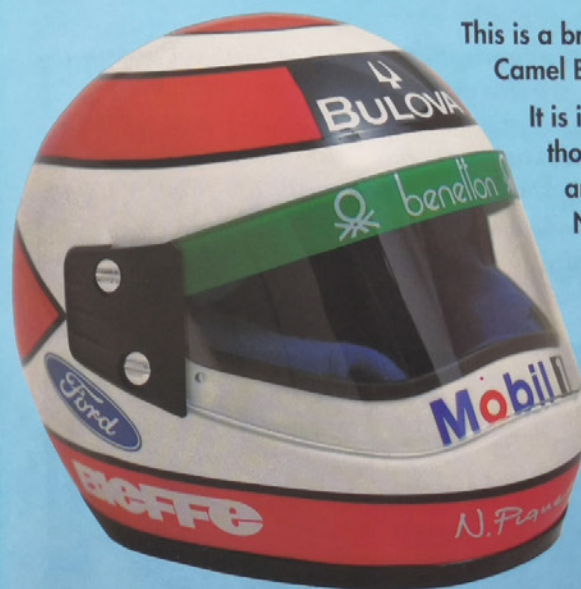
It has all happened accidentally, because I don't think anyone could ever set out and decide that they ought to have a Formula 1 car designed by an Irishman. It might be tempting fate, or at least a few pitlane jokes. In reality, the team is international, and the only aim is to have an organization which will win races and eventually the World Championship. I'm sure I'll be able to tell a few 'juicy bits' along the way, but I'll keep you posted.



Jordan junior takes a look at his car for size!

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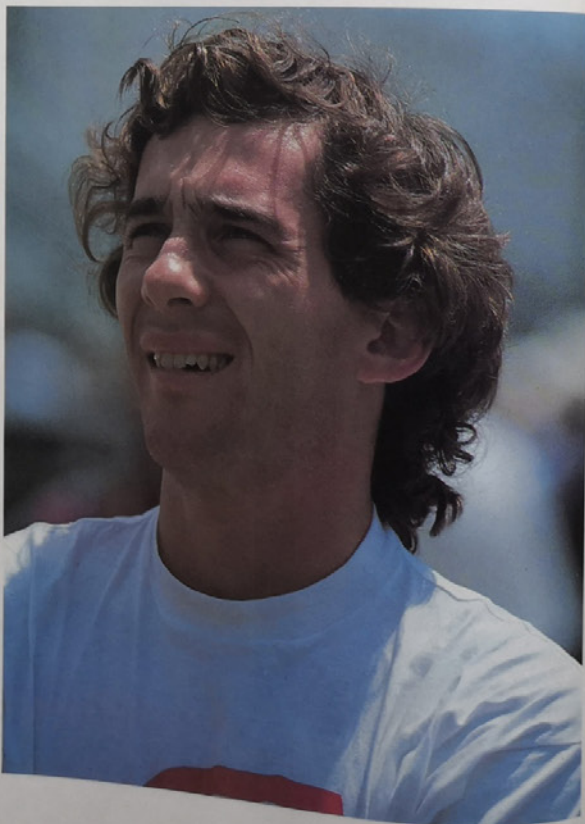


DEFENDING CHAMPIONS: Ayrton Senna and Honda Marlboro McLaren

Ayrton: happy and ready to win again

Ayrton Senna was happy when he visited Paris in the winter ... Twelve months after his acrimonious trips to the French capital during his dispute with Jean-Marie Balestre, he was back to collect the world championship, make friends with the French media and reflect on his prospects for 1991.

■ BY TIMOTHY COLLINGS



Ayrton: looking for a third drivers' title

His hair was longer and he smiled warmly. He was a guest of honour at the world champions' gala dinner, signed autographs for everyone and predicted an even tougher year ahead as he goes for his third title as the fastest man in the world. "Today is a special day for me because it is the day I collect the trophy that reflects the whole season's fight for the title," said Senna. "I have been here before once and I am very happy to be here again for the same reason and I hope to come back again on many other occasions in the future."

The Brazilian, 30, said there were big differences between his first title in 1988 and his second in 1990. "It is very different, of course," he said. "The first title is the first title and it is an experience that will last throughout my life. It was achieved in extreme conditions in 1988 and it was of course a great championship for me."

"Since winning one title, I have had the knowledge of how to achieve it physically-speaking, and I used that to my best ability in 1989. Unfortunately, what was looking like being an even easier championship to win for many different reasons, technical and other, turned out to be a sad season for me. From that aspect, the 1990 championship was in some ways a continuity of 1989 for me and it was a particularly difficult one to get into, to go through and to finish due to disagreements there have been during the last year and a half, or two years, in the Formula One environment and inside my own team and, finally, in 1990, between different teams between Alain and me."

"Last year (1990) was different. In some ways, due to the technical difficulties we had because the level was pretty high between the teams, particularly between Ferrari and McLaren, the Ferrari team was ahead of us. Also, it was very difficult for me to motivate myself at the beginning of the year, coming to the season in the state of mind in which I was then felt very negative."

"But I won the championship. It felt very special too. I wanted to win the race in Japan, as I did in 1988, to win the title, but I still won it mathematically speaking in Japan. We all know what happened. It was a different sort of

All the fight, simply speaking, was to have the number one painted beside my name...

way of finalising a championship but it was a championship full of excitement. On several occasions, I found myself not leading races or leading races and then losing it for technical reasons or because Ferrari were better on the day and I found myself racing for second place or for third place. In the mid-season, we had some real difficulties with the car and early in the season we had problems with the engine too, technical ones which we had never experienced before. But in the end everyone worked together for the same object, the championship, and we were able to put together something special and to overcome the technical difficulties and the challenge."

"Honda were able to solve the

engine problems after a few races and to continue the development programme and give us reliable strong engines for the rest of the season. On the chassis side, we exploited it to its maximum, testing a lot and improving little by little. After the British Grand Prix we recovered some results and pulled back little by little, winning a few races to gain the edge. This meant races like Hockenheim, Hungary, Belgium and Italy. For me, the Italian Grand Prix was the deciding race of the championship. It was the one which killed most people's hopes to win though of course it was still mathematically open with so many races to go. From then on, it was just a matter of putting together the results to finish it. It was not easy in the end, but it was difficult not to win it after the Italian race."

"So, it was a championship full of history and full of exciting moments. I regained the world title. All the fight, simply speaking, was to have the number one painted beside my name on my car for 1991. Only by doing it yourself, can you really experience how many troubles and difficulties you have to go through to get that number one."

"I remember clearly after 1988 when I first, in 1989, after a long holiday, went to the Jerez test and saw the car there for the first time in the garage with the number one painted on it. "I remember it clearly today. It was a very special moment. When in 1990 I saw a different number painted on my car, it was not such a good feeling. So, I am looking forward to my first test session in 1991 to see the number one there again."

"Since Australia, I have been

home to Brazil, enjoying summer time, the sea, the beach, family, friends and slowing down the pace and automatically putting together a few new things to put myself, automatically, I hope, in the best position again for the next championship.

"I think it will be very competitive again and we will see different cars and different engines winning like we saw in 1990. We will also see a different tyre maker winning a Grand Prix too. We believe we have more work than Ferrari because we have a new engine and a new car, but they have continued. That may favour them in some ways, particularly early in the season. But I think it will probably be another championship between Ferrari and McLaren. This time it will be more technical than anything. In 1988, it was an immense battle. In 1990, and in 1989, it was a psychological battle. But in 1991 it will be technical."

Senna said he was satisfied that Honda's v-12 engine would be good enough to power McLaren to a fourth consecutive constructors' and drivers' championship (the team's record of three 'successive titles in each category from 1988 to 1990 is a record). He said "I have

My goal is to do my best every time. If I do that, the results will come automatically.

tried it on a few occasions and from the first time I tried it to the last time, which was after the Spanish Grand Prix when we did some testing in Portugal, it had made a lot of progress. It is still in the development stage and still requires a lot of work for the championship, but it is all going according to Honda's plans. I am very confident about this Honda v-12 engine for 1991."

Asked about his personal aims for further titles in a bid to emulate the achievements of Juan-Manuel Fangio, Senna replied: "I think

when a driver manages to get into Formula One, his aim is to get his first pole position, to lead his first race, to win his first race and then to win the championship. That is a lot to achieve. What you achieve little by little until your first championship is one thing. After that it is only a repetition if you win another race and another race and another pole position and another title. It has a special meaning, of course, but it is a repetition. For me, the main point is that as long as I do this profession and I drive, it is to do my best every single time whether in testing or qualifying or racing. It is simply for me to go into it and to do my best and when I leave it afterwards to have the feeling that I did my maximum. If you do it that way and you are in a good team with competitive equipment, it can come automatically until you can have one or two championships or five like Fangio. But it is not my goal to win another championship or to win three or four of five or ten or 20. My goal is to do my best every time. If I do that, the results will come automatically.

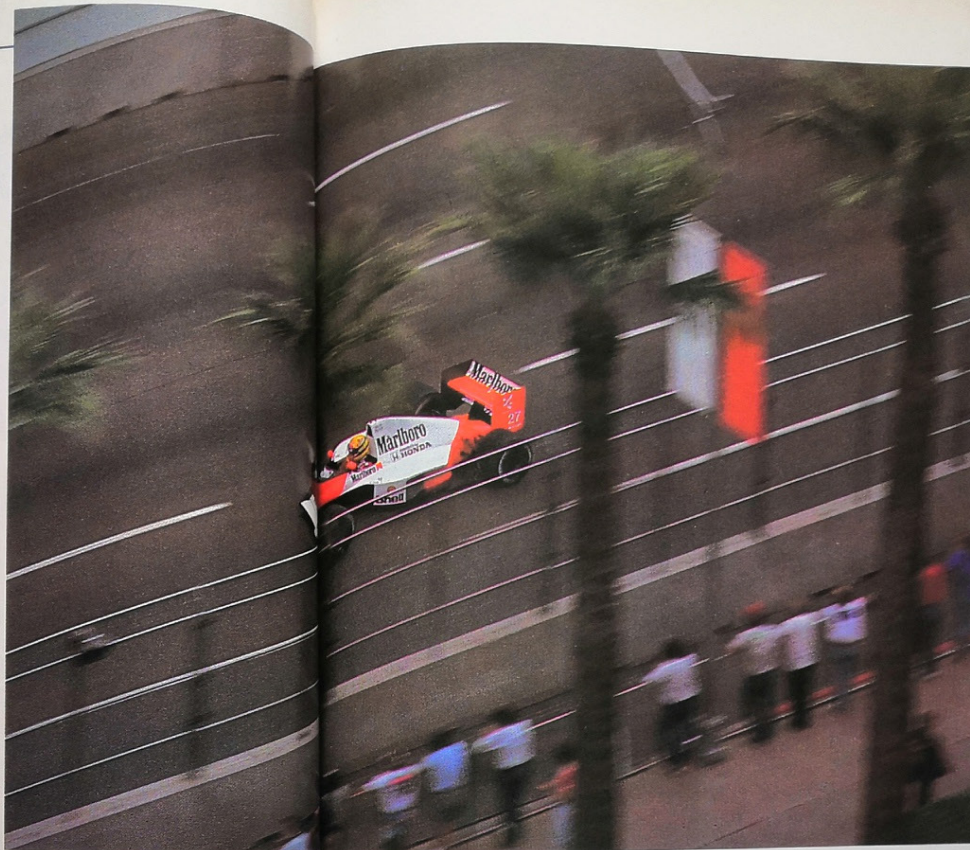
"But even if myself or someone else in today's Formula One can achieve five championships to equal or even beat Fangio's record, it will not be something which you could compare to Fangio's achievement because what he achieved in his time is something that is an example as a professional, as a man of courage, as a man of style and as a human being. Every year you have a winner in the championship, but not necessarily a world champion. I think Fangio is the example of a true world champion. Therefore no matter if anybody in the modern Formula One can equal his record, you cannot compare it to his achievements. For myself, I feel I still have a lot to learn, a lot to improve in myself. I had the opportunity to sit next to him (Fangio) last year in Mexico at a press conference. There were other drivers there too and it was good to experience such a special

feeling listening to his answers. I would like to reach his age, be healthy and in peace and with a clear mind, like he has, and with such good values in life as he has."

Senna said he welcomed the directives from FISA aimed at the creation of a special commission of safety, but warned that it could never entirely remove danger from racing and would never make him change his own style. "One thing is for sure," he said.

"No matter what you do motor racing is the same now as it was five years ago, 10 years ago, 20 or 30 years ago. You have a start, you have a number of laps to programme, you have a qualifying procedure, you have back-markers to overtake, you have racing incidents in the first corner and you have racing incidents throughout the race. You cannot change that. It is part of the race.

"If you don't have that it is not



Senna on his way to victory in Phoenix last year.

How does Ron keep winning?

■ BY DAN KNUTSON

Since 1984, the McLaren Formula One team have won six drivers' championships, five constructors' titles, 56 Grands Prix and 51 pole positions. Ron Dennis is the man regarded as the architect of all this success — but he quickly points out that it is a team effort and that there is no special recipe for success.

"There is no secret," he said. "It is simple. You cut the whole thing up into many parts. You want to start with the fundamentals — car, engine, budget, driver. Four fundamentals. Let's have the best of all four. Who is the best driver in the

world? Who is the second best? Those are the two we want. What's the biggest budget? That's the budget we want. What's the best car....

"You start like that. If you say that is a bit basic — four headings — then how many are there? I can tell you there is a thousand. And, if you say, where do you draw the line? I say you never draw the line. Every single part is important.

"It is important for me to look at that wood panel (on the wall in the McLaren dining room) and for the grain to go from the top panel to the bottom panel and match. Why? It is important because it cre-

ates the complete environment where you try to strive for everything to be perfect.

"And if you can inspire it all the way through. If you get that so instilled, so deep-rooted in the company, then what you end up with is everybody pointing in the right direction. Everybody with the same desires. Everybody trying to do their best."

At McLaren, the 87,000 square feet factory is another story. It has all you would expect: state-of-the-art technology, floors so clean you could eat off them; and closed doors beyond which no reporter

could pry. This is the world of a different Dennis: his working home. An environment in which he is relaxed, away from the pressures of the pit-lane, full of humour and charm.

Perfection is his undying theme with motivation a close second in his priorities. "People are very difficult to motivate if they have consistent success," he said. "They get blasé. You get people in the company who think 'hm, what happens if we loosen a wheel?' Not literally, but mentally. And the car goes out and wins and they think 'we won the race with a loose wheel...let's take the spark plug off.' They take a plug off and the car does it again.

"The problem is that if you get too many people starting to adopt a 'how-little-can-we-do-and-still-win-attitude' then you get something that is very difficult to arrest. You have to watch very carefully everywhere to identify if that atti-

tude is coming into an individual or part of the organisation. You have to say 'if you are in self-destruct mode you cannot be part of this organisation.'

"We are here to win. There was a period in 1988 when we were winning all the races and I was saying to people 'do not be ashamed'....I was actually having to say 'don't worry, we are here to win and believe me we will not continue to win sometime, somewhere along the line'. The most difficult thing is to keep winning...and no-one in this company should be ashamed."

To keep winning, Dennis believes every member of his team must make sacrifices, create a personal mental discipline and concentration which ensures uniform thinking for the benefit of the team. "You have to strip away the desire for a mechanic to do it his way," he said. "Even if his way might be better, he has to feed it

into the system. There are receptive cars...and there is a method to contribute to improving performance. That method is not by being a renegade and doing it his way on his car.

"We are trying to make every component on every car the same. Totally interchangeable. That comes from everyone focusing their minds on doing their job exactly as you want it to be done...If you go back 10 years, there was no interchangeability. If you took parts off one car, you stood nearly zero chance of fitting them to another. Each was a one-off. There was no disciplined approach. Drivers got in and out of cars saying - 'I like this car and I don't like that one'."

Dennis' search for perfection can leave him open to criticism. But he has worked out a method for turning that to the team's advantage. He said: "I say to them - 'if you want to have a constructive input, I will take any criticism you want to levy at the company or at me. But take the time to think about it and put it on paper. I'll dispense with it in a constructive way.' If people want to contribute, then they have to think about it. And in thinking about it, they will often come up with the solutions or answers themselves."

After every race, McLaren always hold a total technical post-mortem regardless of the race result. They take no notice of outside comments. This evaluation covers the whole team: the car, the personnel, the race. Sometimes, Dennis said, it can become uncomfortable and personal. But he believes it is the only way.

"How are you going to move forward? If you start developing a copy-cat approach to other people's performances, the very best you can be is the same. A mirror image. What's your chance getting a perfect mirror image on a design? Therefore, go your own way. It is the only way you are going to be better."





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Chapman's first sign of genius

Until 1957 British cars did little more in Grand Prix racing than make up the numbers. BRM had a great deal of publicity but no success; the rest didn't even have much publicity.

■ BY DAVID PHIPPS



In 1951 Vandervell Bearings had "sponsored" a 4.5-litre Ferrari in a number of races, its best result being fourth in the French Grand Prix. Subsequently Tony Vandervell underwrote the construction of a 2.5-litre engine

which was effectively four Norton motor cycle units on a common block; this first appeared in 1954 in a very basic ladder-frame cart and in 1955 Vandervell commissioned Colin Chapman to design a space-frame chassis for it, to be fitted with bodywork by Frank Costin.

The 1956 Vanwall was occasionally fast but rarely reliable; its best result was Harry Schell's fourth at Spa but it also put up a strong performance at Reims, where Schell took over Hawthorn's car and caught the leaders, only to have to stop for a new fuel injection pump. The potential was there for all to see, and was sufficient to persuade Stirling Moss to drive for the team in 1957.

The 1957 Vanwalls were not ready in time for the Argentine Grand Prix, in January, and made their debut at Monaco. Outwardly they looked much the same as in 1956, but the de Dion rear suspen-

Brooks, who was initially third, had to drop back due to pain from his injured leg

sion now used coil springs instead of the earlier transverse leaf, and the fuel-injected engine developed 280 bhp at 7200 rpm, but with a very narrow power curve.

Moss qualified third at Monaco, with Brooks fourth, but on the fifth lap Moss made a rare mistake and crashed at the chicane. Brooks, taking avoiding action, was hit from behind by Hawthorn's Ferrari, but carried on to finish second, 25 seconds behind Fangio's winning Maserati.

The Belgian and Dutch Grands Prix were both cancelled, and neither Moss nor Brooks was available for the French race; Moss had a sinus infection, and Brooks was recovering from an accident at Le Mans. Roy Salvadori and Stewart Lewis-Evans took their places but both retired, Salvadori with engine failure and Lewis-Evans with a steering fault caused by the radiator header tank pressurising.

At Aintree, Brooks was still not fully fit, but qualified only a fifth of a second slower than Moss, who was in pole position; Lewis-Evans, in a third car, qualified sixth. At the start Behra's Maserati led briefly, but Moss soon took over and began to pull away; Brooks was initially third, but dropped back due to pain from his injured leg.

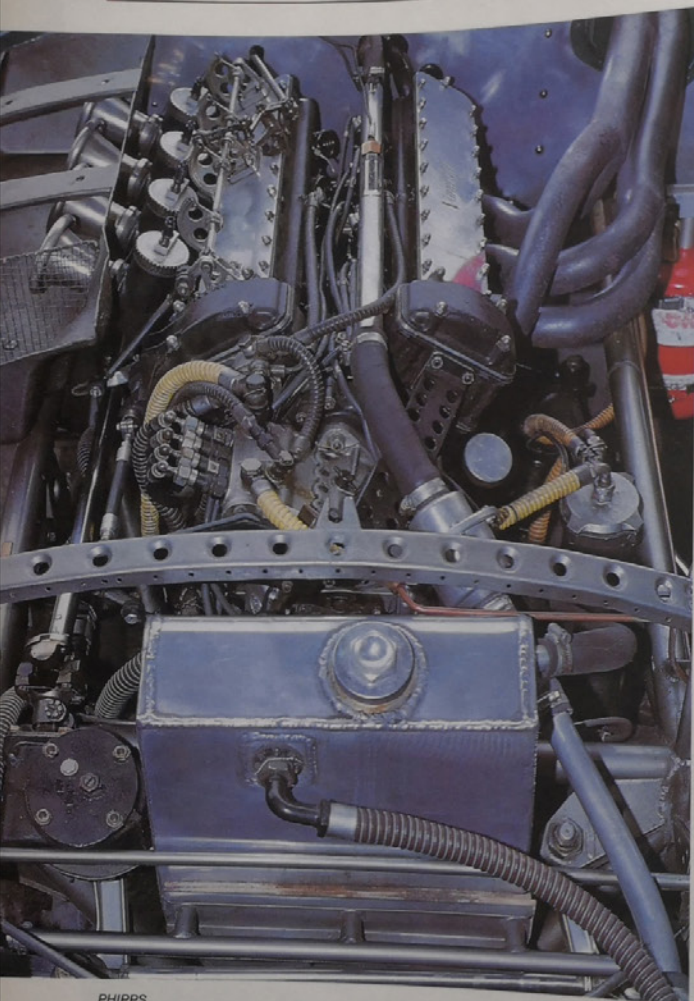
On lap 21, Moss's engine sounded rough and he headed for the pits; after a quick check he continued, but returned at the end of the lap and climbed out of the car.

On lap 26, Brooks was signalled in, and Moss took over car number 20 in ninth place. By half-distance he was fifth, having passed Schell, Fangio, Menditeguy and Musso, but he was still 50 seconds behind Behra's leading Maserati; Hawthorn's Ferrari was second, and Lewis-Evans's Vanwall third.

The retirement of Collins's Ferrari elevated Moss to fourth, and he was closing steadily on Behra and Hawthorn when the Maserati's clutch disintegrated - and a fragment punctured one of the Ferrari's tyres!

This gave the lead briefly to

Back on the grid at Silverstone in 1950



PHIPPS

Under the bonnet

Lewis-Evans. Moss soon passed him, and a Vanwall 1-2 seemed certain until Lewis-Evans stopped with a broken throttle linkage. In the closing stages Moss indulged in the luxury of a precautionary fuel stop, and still finished nearly half a minute ahead of Musso's Ferrari.

This was the first victory by a British car in a World Championship race. There was no chance of a repeat at the Nurburgring - Vanwall had never been there before, and their suspension was totally unsuited to the bumpy circuit - but two weeks

later the springing had been improved sufficiently for Moss to win comfortably on the long (25.5km) road course at Pescara. And real proof of the car's competitiveness was given at Monza, when Vanwalls were first, second and third in qualifying, in the order Lewis-Evans, Moss, Brooks. Fangio's Maserati was fourth; Collins, in the first of the Ferraris, was 2.9 seconds slower than Lewis-Evans.

Initially the race was a slipstreaming battle between the three Vanwalls and the Maseratis of

Fangio and Behra, the latter with a V12 engine. On lap 20 Brooks was delayed by a sticking throttle, and soon afterwards Lewis-Evans stopped for attention to the engine, but by now Moss had established a comfortable lead - which was further extended when first Behra and then Fangio stopped for new tyres. Soon after half-distance Moss lapped Fangio, and with ten laps to go he made a precautionary tyre stop; the Vanwall still won by over 40 seconds. If there had been a Constructors' Championship in 1957, Vanwall would have finished second to Maserati.

During 1957, prompted by the oil companies, the CSI announced that from 1958 onwards Formula 1 cars would have to use "commercial petrol" rather than the special fuels they had used in the past. As good quality pump fuel was not available in many of the countries which staged Grands Prix (notably France!) it was eventually agreed that 100-130 octane aviation fuel, "Avgas", would be specified. The switch to Avgas was a major problem for Vanwall, requiring modifications to the cylinder heads and the fuel injection system, and resulted in significantly reduced power output - from 280 to 262 bhp. It also meant that the cars were not ready for the Argentine Grand Prix in January; in fact they were only just ready for the Monaco race in May!

At Monaco, Brooks started from pole position but retired early on following a misfire - said to have been caused by a spark plug coming unscrewed. Lewis-Evans had retired even earlier with overheating, and Moss went out - also with engine trouble - before half distance; It did not augur well for forthcoming races.

At Zandvoort, however, the three Vanwalls made up the front row, with Lewis-Evans in pole position, and Moss led all the way to win by nearly a minute from Schell's BRM. Brooks was hit from behind at the first corner and retired later with rear suspension

trouble; Lewis-Evans dropped out with engine problems.

At Spa, Moss missed a gear and over-revved his engine while leading, but Brooks took over and went on to win - though he could not find any gears as he came out of the last corner with Hawthorn's Ferrari in hot pursuit. Lewis-Evans finished third with a broken front wishbone - probably the legacy of a collision with Gendebien's

At Monza, all three Vanwalls started from the front row with Moss in the leading bunch

Ferrari earlier in the race.

Reims brought a surprise reverse - partly because Ferrari had some much-improved Englebert tyres, which gave them a significant advantage both in qualifying and in the race. Moss was always well up and finished second to Hawthorn, but Brooks retired twice - first with gearbox trouble in his own car and then with engine failure on the one he took over from Lewis-Evans.

The Ferrari revival continued at Silverstone, where Collins led from start to finish. Moss's Vanwall led the chase until its engine failed, Brooks's engine also went off-song, and Lewis-Evans finished fourth, beaten by Salvadori's Cooper as well as by the two Ferraris.

The lessons of 1957 were

not forgotten when Vanwall went to Nurburgring for the 1958 German Grand Prix, and both Brooks and Moss were over 20 seconds faster than the previous year; due to a shortage of engines there was no car for Lewis-Evans. Moss led initially but dropped out with magneto failure, whereupon Brooks caught and passed both Collins and Hawthorn, and went on to win by over three minutes from Salvadori.

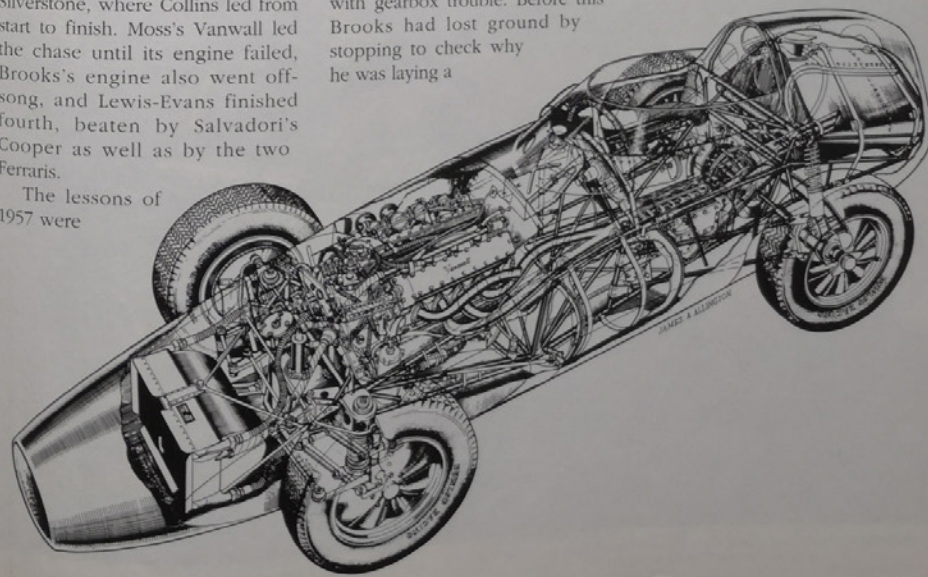
New for 1958 was a Portuguese race on a street circuit (complete with tram-lines) in Oporto. Moss was fastest in qualifying, and led for all but the first eight laps. Hawthorn finished second, but spun on the last lap and finished over five minutes behind; there was even talk of the Ferrari being disqualified for travelling in the wrong direction while re-starting, but Moss sportingly testified that it had done so on the pavement; this, and Hawthorn's one point for fastest lap, were to have a profound effect on the outcome of the World Championship.

At Monza, all three Vanwalls started from the front row, as in 1957, and Moss was in the leading bunch until he was forced to retire with gearbox trouble. Before this Brooks had lost ground by stopping to check why he was laying a

smoke-screen, and shortly afterwards Lewis-Evans retired due to overheating; It didn't look like Vanwall's day. But Brooks's problem was merely a small amount of grease leaking onto the inboard rear brakes, and apart from this the car was faultless. Steadily he made up ground, aided by other people's pit stops and retirements, and with ten laps remaining the Vanwall took the lead; it was Brooks's third win of the year, and Vanwall had an unbeatable lead in the newly-inaugurated Constructors' Championship.

In the year's final race, at Casablanca, the focus of attention was the battle for the Drivers' Championship. Moss had to win and set fastest lap; Hawthorn merely had to finish second. Moss took an immediate lead, pursued by Ferrari new-boy Phil Hill, and set fastest lap, 0.7 seconds faster than his best qualifying time, well before half-distance; he also had a nasty moment when he collided with Seidel's errant Maserati while lapping it - for the second time - on lap 16!

At half-distance



Moss's prospects looked good. Brooks was third, ahead of Hawthorn; provided the situation remained unchanged, Stirling would be World Champion. Then Brooks's engine failed, and the situation changed completely; Hill merely had to let Hawthorn past and Mike would be World Champion. There was just a chance that Lewis-Evans, in fifth place, might catch both, but this evaporated when he crashed with just 11 laps remaining; worse still, the car caught fire, and Lewis-Evans died the following week.

Hawthorn became World Champion with one win, five second places and four fastest laps, which gave him just one more point than Moss's four wins (one in a Cooper), one second place and three fastest laps. Brooks was third with three wins. Vanwall had maximum points (the best six

results counted) in the Constructors' Championship, and a few weeks later Tony Vandervell announced his withdrawal.

He had been in poor health for some time, and was badly affected by the death of Lewis-Evans - and the deaths of Peter Collins and Luigi Musso earlier in the year.

A solitary Vanwall appeared at the 1959 British Grand Prix, driven by Tony Brooks, but was uncompetitive and retired after only 13 laps. A re-vamped version, with a low tail, appeared at Reims in 1960, but was 6.5 seconds off the pace, was hit from behind at the start and retired with a bad vibration; this was the marque's final championship appearance.

A rear-engined Vanwall, designed to the British-inspired "Intercontinental Formula", appeared briefly in 1961 and finished fifth at Silverstone in the

hands of John Surtees. The remaining front-engined cars still appear occasionally at historic events, and Alain de Cadenet drove one very competitively at Silverstone in July 1990 until the engine failed. We can but hope that sufficient parts will be found for this distinctive-looking car to race again - hopefully with final drive gearing which will prevent it being over-revved!

In retrospect the Vanwall was one of the best front-engined cars of the 2.5-litre Formula 1 era, and thus one of the best of all time - much of the credit for which must go to Colin Chapman and Frank Costin. By 1958 the six-cylinder Ferrari was undoubtedly more powerful than the four-cylinder Vanwall, but as a complete package, including its Dunlop disc brakes and tyres (Pirelli tyres in 1957), the Vanwall just had the edge.



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LOOKING BACK: NOSTALGIC VIEWS WITH EOIN YOUNG

The first United States Grand Prix in the world championship was held on the Sebring airfield circuit in Florida. It was the last round of the 1959 season and it resulted in the first Grand Prix win for 22-year-old New Zealander Bruce McLaren. As the Formula 1 circus jets into Phoenix, Arizona, for the first round of the 1991 world championship, it is poignant to note that World Champion Ayrton Senna starts in a car carrying that same McLaren name.

■ BY EOIN YOUNG

Bruce McLaren was not supposed to win the race in Sebring. He was not even supposed to be there! He had driven for the Cooper team in Europe as number three to Jack Brabham and the bespectacled American, Masten Gregory, but Masten had been injured in the Tourist Trophy sports car race and as the Cooper team planned on sending only two cars to Sebring, Bruce was a last minute stand-in. It was a crucial race for the Cooper team because they had come from nowhere to be leading the championship as they crossed the Atlantic for the final round in Florida.

It was going to be a close finish because Stirling Moss could take the title with a win and fastest lap, or Tony Brooks in the Ferrari could be champion if he won with fastest lap. Moss lasted six laps before the gearbox broke in his Walker Cooper. Brooks was shunted by his teammate so Brabham and McLaren were left as clear leaders. It was so cut-and-dried that team chief John Cooper performed his pitlane somersault when he saw the Cooper with its green nose and white stripes taking the chequer — but didn't realise until he stood up that it wasn't Brabham but McLaren who had won! Jack had run out of fuel and was pushing the car a quarter of a mile to finish fourth and become the first British driver in a British car to win the World Championship.

An American driver in an American car believed he stood a good chance of winning that Grand Prix at Sebring in 1959 and the American public believed it too. Rodger Ward had won the Indianapolis 500 that year in a Leader Card front-engined roadster and, to give him proper credit, it was no fluke: he would finish 2nd in 1960, 3rd in 1961, win again in 1962, fourth in '63 and second in 1964. Earlier in that summer of 1959 Ward had entered a speedway Offenhauser-engined Midget in a road race at Lime Rock and he had won a heat, beating Chuck Daigh in a 250F Maserati. The 1.7-litre Midget somehow fitted within the technical regulations for the Grand Prix even though its brakes were only operated by an external hand lever and were really more for flinging the midget into a slide than for actual retardation. The Kurtis-Kraft midget had a tubular space frame with solid axles front and rear and torsion bar suspension. It had a 2-speed gearbox and a 2-speed differential but what had been good enough to see off the club racers at Lime Rock would be found wanting against international opposition.

John Cooper met Rodger Ward in the bar at their hotel. "He was a really nice chap," recalls John. "He said he was racing this 1.7 litre Midget and he reckoned he was going to blow us all off. I said 'Have another drink!'. I didn't think he'd be so confident the next

day when practice started." The midget starred in sideways-fighting through the never-ending corners on quarter-mile cinder ovals but a 5.2-mile track with long straights turned it into an embarrassment for Ward who qualified last, 43.8 sec slower than polesitter Moss on the airfield circuit and he lasted 22 laps before the clutch failed. So Ward lost out and Cooper won, but it was the friendship formed with Ward at Sebring that year that prompted Cooper and Brabham to take their Formula 1 to Indianapolis... and that was the start of the rear-engined revolution at the Speedway. Odd how racing history works.

The 1959 U.S. Grand Prix was the first in the "modern" series of World Championship races but the Americans had been staging what they literally translated as "Grand Prize" races since the turn of the

century. W.K. Vanderbilt Jr. issued the challenge for the first international race in 1904 and he donated a giant solid silver cup which held ten and a half gallons of champagne! The winner couldn't have lifted it, let alone drink it or throw it over the crowd. An American-in-Paris, George Heath won that first race driving a Panhard and beating a field that included a five-car works team from Mercedes. European drivers with last year's European Grand Prix cars featured in most of the road races before World War 1 but after that time the Americans turned to their beloved oval speedways and Indianapolis became the hallowed annual event.

The programme for the 1959 U.S. Grand Prix at Sebring featured a two page colour advertisement showing Phil Hill extolling the virtues of the Peugeot 103 despite the fact that he was

driving for Ferrari. "Ever since I started racing, people have been asking what kind of car I drive. I imagine they picture me tearing about Europe from race to race in a very glamorous, very fast sports car. They seem surprised when I tell them that as much as I love the world of Sports and Grand Prix cars, I want my normal highway driving to be quick and relaxed. Decidedly so, in fact. And that's one of the reasons I like a Peugeot 403." That was Phil's second season in Formula 1 and he would stay with Ferrari to win the World Championship in 1961. He hasn't changed his preference for road cars but now he drives a Honda Accord. Over lunch at Monza a couple of years ago, the conversation had come around to road cars and Phil was talking about his Accord. He said he



"HILL" TEST PEUGEOT 403

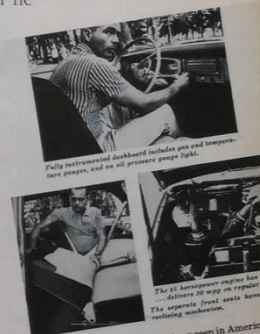
"BETWEEN RACES
YOU CAN'T BEAT
A PEUGEOT 403"
by Phil Hill

"Ever since I started racing, people have been asking me what kind of car I drive. I imagine they picture me tearing about Europe from race to race in a very glamorous, very fast sports car. They seem surprised when I tell them that as much as I love the world of Sports and Grand Prix cars, I want my normal highway driving to be quick and relaxed. Decidedly so, in fact. And that's one of the reasons I like a Peugeot 403."

"I like the 403's compact size. It's equally at home on winding Alpine roads, broad highways and narrow French village streets. And it's big enough to carry five or six passengers plus all their luggage—the Peugeot is really large by any standards. Driving the Peugeot 403 is safe and comfortable. But... and this is interesting... it also has a wonderful combination of riding and handling qualities."

"Another reason I grab a Peugeot whenever I can is the quiet way it performs. Of course, I'm used to 4 and 5 speed machines that require continuous shifting to get the most out of them. But in the Peugeot you drive it just like a 3-speed American car. Then when you get rolling on the road you pop it into overdrive and literally coast along. It's plenty fast enough for me—I'm scared to death to ride with another driver like maniacs—because they always seem to drive like maniacs—just to see what I'll say. (Which is un-printable)!"

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hated it. So why did he drive it if he hated it? "Waaal...I probably don't hate it. It's just that nothing ever goes wrong with it!"

In 1959 Tony Brooks was Phil Hill's Ferrari team-mate in the GP at Sebring and in with his best chance of winning the World Championship. Brooks was a dentist by training and he always looked more like a dentist than a Grand Prix driver. These days he runs a large Ford dealership near to the old Brooklands race track at Weybridge in Surrey, and he still looks more like a dentist than a Grand Prix driver. In fact when he won the 1955 Syracuse GP in a Connaught he had never raced abroad before and never driven a Formula 1 car, and he made history as the first British driver to win a GP since Sir Henry Segrave won the French at Tours in a Sunbeam in 1923! Brooks was signed for BRM in 1956 and in 1957 he moved to Vanwall, sharing the winning car in the British GP at Aintree with Stirling Moss. In 1958, still with Vanwall, he won the Belgian, German, and Italian GPs, and he shared the winning Aston Martin in the Tourist Trophy with Moss. By 1959 he had married an Italian girl and switched to Ferrari, winning the French and German GPs.

Stirling Moss is still in awe of Brooks' talent and he said recently "Tony Brooks is the greatest driver I've ever driven against, who very few people know about. If I had to pick a team of the best drivers of all time, it wouldn't be a big team but Tony would be in it..."

Moss was a master of his art and pundits still speculate how far his talents might have reached but for his crash at Goodwood on Easter Monday when his Lotus ploughed off the track and slammed into the bank, inflicting head injuries that almost killed him and finished his racing career. Today Moss is back on his old sparkling form driving in historic races and rallies and re-living

his hey-days. Talking of Formula 1 today, he says "Of course the cars are much safer now but with safety you breed contempt which is an unfortunate by-product." He drove for Rob Walker's private team in his last seasons with a Cooper and a Lotus at his disposal. In today's terms the Cooper was user-friendly

while the Lotus was generally faster but required a skilled hand to extract the best. "The Lotus was like going out with a sophisticated girl you didn't know," said Moss. "Driving the Cooper was like going out with a girl who was a lot of fun..."



Tony Brooks and his wife Pina in 1960

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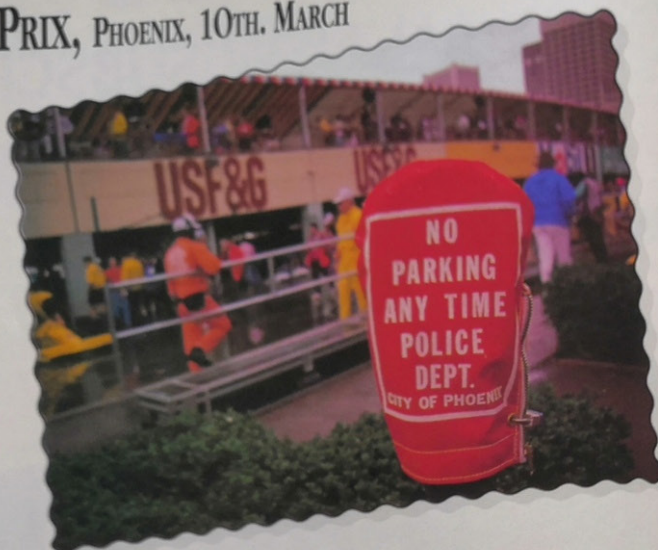
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LOOKING AHEAD: YOUR TRAVEL GUIDE TO PHOENIX AND SAO PAULO

U.S.A. GRAND PRIX, PHOENIX, 10TH. MARCH

Circuit:

Phoenix Circuit,
c/o Mr. Laurence Leader,
342 W. Jefferson Street,
Phoenix,
AZ 85003,
U.S.A.
Tel: (1) 602 25 30 303
Telex: N/A
Fax: (1) 602 25 33 800



LOCATION:

Phoenix is a street circuit in the centre of the city around Monroe Street.



BY CAR:

As one of the biggest cities in the west of U.S.A. and the capital of Arizona, Phoenix is easy to reach from all parts of America via highway.



BY TRAIN/BUS:

For public transport to Phoenix, try one of the national bus companies like Greyhound or the American train company Amtrak.



BY AIR:

International Sky Harbour, the Phoenix airport, is south-east of the city.



TRAFFIC:

Even though some of the streets are used for the circuit, traffic is usually not a problem in Phoenix for the Grand Prix week-end.



HOTELS:

Phoenix has several hotels and motels in all categories. It is, however, advisable to reserve rooms in advance.



CAMPING:

Very difficult, but YMCA and YWCA offers inexpensive accommodation.



TOURISM/SIGHTSEEING:

The main attraction is probably the Grand Canyon, which is 3-4 hours drive from Phoenix. The city itself is also quite interesting.

Please note: It is usually quite hot in Arizona, but the 1990 race was cold and windy.



OUR OPINION:

★★ (Races are rated from ★ to ★★★★★ from spectators point of view).



LAST YEARS RACE:

Winner/Distance: Ayrton Senna, McLaren-Honda 1.52.32.829/72 laps of 3.8kms



TICKETS:

Phoenix Formula One
342 W. Jefferson Street :
Phoenix
AZ 85003
U.S.A.
Tel: (1) 602 25 37 223
Telex: N/A
Fax: (1) 602 25 33 800

BRAZILIAN GRAND PRIX, INTERLAGOS 24TH. MARCH

Circuit:

Jose Carlos Pace,
Avenida Senador Teotonio,
Vilelia 259,
Sao Paulo,
BRAZIL.
Tel: (55) 11 52 19 221
Telex: N/A
Fax: N/A



LOCATION:

Interlagos is about 15 kms south of Sao Paulo, 435 kms west of Rio de Janeiro



BY CAR:

Sao Paulo is the financial centre of Brazil, and can easily be reached from all parts of the country by highways - Brazilian style.



BY TRAIN/BUS:

Sao Paulo can be reached by both train and bus from all parts of Brazil. Take a taxi to the circuit - or maybe by metro to Jabaquara station (and then taxi)



BY AIR:

The international airport is called Guarulhos. Domestic airport is Congonhas.



TRAFFIC:

Traffic to and from the circuit is heavy and most of the drivers quite wild especially after the race!



HOTELS:

Several hotels in all categories. Formula one is popular in Brazil, so try to reserve rooms in advance.



CAMPING:

Not recommended.



TOURISM/SIGHTSEEING:

While not as famous as Rio, Sao Paulo still has some interesting places for sightseeing. Domestic flights to Rio or the Iguazu Falls are inexpensive.

Please note: The grandstands will be very crowded - look out for pickpockets!



OUR OPINION:

★★★ (Races are rated from ★ to ★★★★★ from spectators point of view)



LAST YEARS RACE:

Winner/Distance: Alain Prost, Ferrari, 1.37.21.258/71 laps of 4.325 kms



TICKETS:

In Brazil: All branches of the "Unibanco" or APM, c/o Allsport Management
Case Postale 415
CH-1215 Geneve 15
SWITZERLAND.

Tel: (41) 22 91 04 40
Telex: 28 92 27 / 41 57 46
Fax: (41) 22 98 56 00

A multitude of new books, videos, models, paintings and various other memorabilia have flooded the market since last autumn. Many have been excellent. Some not. In this issue, we reflect on just some of the products which enticed the Christmas shopping public and filled many an armchair aficionado's stocking as well as a few which were probably too expensive to attract the casual buyer.

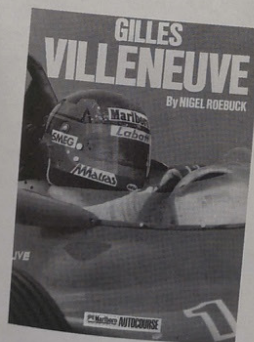
BOOKS

Without much doubt the two top heavyweight contenders for honours on the winter market were the annual issues of Autocourse, now in its 40th year of publication, and the official FIA Formula One yearbook. Both have their merits and their faults. But the market has not been dominated by these two expensive and glamorous products and the hungry reader of Grand Prix racing books will have eaten handsomely if he has consumed all the many fine publications on sale in recent months.

The **FIA FORMULA 1 YEAR-BOOK** (Piccadilly ProMotion, £19.95) may not be the longest-established of the top-weight annuals, but is marginally the best value for money if pages and prices are the chief criteria. With the accent put firmly on a spectacular use of colour photography and visual display, the official yearbook is an adventurous publication. It is produced in hardback and has 260 pages all concentrating on Grand Prix racing alone. Sleek and modern in its feel and its looks, this book takes its readers through the Grand Prix season race by race, each weekend covered in some detail with features and impressions written in a colourful racy reportage style. It is heavily interspersed with pictures, but includes all the basic facts. There are also several features in the book covering virtually all the chief aspects of the main stories of the season: Tyrrell's revival, safety in the sport and profiles of the leading drivers and teams. A book which is certain to be enjoyed by many.

AUTOCOURSE 1990-91 (Hazleton Publishing, £22.95) is in the same category as the FIA yearbook only in size, weight and cost. Once you open the pages, it is clearly a book of vastly different ambitions and clearly aimed at a rather different readership. It will always appeal to the collector and the serious motor racing follower for it contains every minute detail of the season past, as well as all the statistics and some incisive feature-reporting. In its 40th anniversary year, this issue of the book maintains the high standards of its predecessors, blending comprehensive race reporting with a technical review and a dialogue between Denis Jenkinson, the veteran racing journalist, and Ayrton Senna. Autocourse leaves few, if any, stones unturned and its exhaustive coverage can be exhausting for the casual reader. In parts, it is fascinating and in others rather hard work for the reader. Autocourse takes the reader outside the world of Formula One to include sportscar racing, Formula Three and Formula 3000 and it also includes advertisements in its 250 pages.

The **AUTOCOURSE DRIVER PROFILE SERIES** (Hazleton Publishing) continued its production of essential reference sources on the leading drivers with publications in the last year on Alain Prost (by Nigel Roebuck, £11.95), Gilles Villeneuve (by Nigel Roebuck, £11.95), Emerson Fittipaldi (by Gordon Kirby, £12.95) and Jochen Rindt (by Alan Henry, £12.95). Each legendary driver's career is traced from the start in each of these excellent picture-packed books.



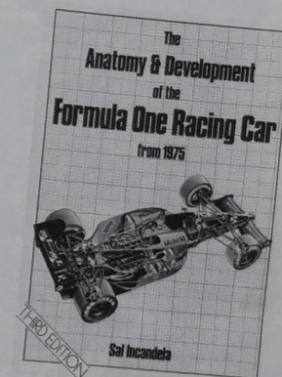
MURRAY WALKER'S GRAND PRIX YEAR (Hazleton Publishing, £8.99) is a very different kind of annual at a very different price, but will provide a rewarding, informative and stimulating read for anyone interested in Formula One. Written by the BBC's hugely-experienced commentator in typically "trousers-on-fire" style, it made the ideal gift last Christmas and is perfect for dipping into at any time of day...or night. Each race in 1990 is given a full report, team-by-team analysis and complete statistical coverage. The pictures are excellent too and it is, in short, "absolutely tremendous" value for money.

POWER AND GLORY, volume 2: 1952 - 1973, by William Court (Patrick Stephens, £55) is at the top end of the price spectrum and also very much at the top end of the quality spectrum. Anyone who owns or has read volume one of Court's History of Grand Prix Motor Racing, which covers the period 1906 to 1951, will know already that this work belongs in a rarified category of excellence. Hence the pricetag. Volume one was a classic and volume two promises to be the same, whetting the appetite for volume three which will complete the series. In this book, Court traces the evolution of the Grand Prix racing from the early 1950's when Italian drivers reigned supreme in Italian front-engined cars through to the era in which British technological innovation and driving talent swept the board. Court fills his canvas with all the colours and textures, discussing and describing technical developments in detail as well as the human element provided by the complexities of the drivers and their talents and tempers. He takes the reader from Ascari to Moss and Fangio and from Clark to Stewart. As Eoin Young, a regular contributor to GPE observed in the foreword, this is a book full of personality, sharp observation, inside stories, wit and vision.

THE TURBO YEARS by Alan Henry (Crowood Press, £18.95) is an excellent review of the period in Grand Prix racing during which the sport was almost torn asunder by struggles for power on and off the circuit. Not only were there battles royal between the engine men, striving to achieve previously unthinkable levels of horsepower, but also between the leaders of the sport: Jean-Marie Balestre and Bernie Ecclestone. Their on-off power struggle is given its proper attention by Henry who steers through the various political minefields of F1 in his inimitable style. From 1977 to 1988, it was a fascinating period for all involved. Henry, whose regular column for Grand Prix Editions holds no punches, has produced a masterpiece on the period which included the FOCA-FISA conflict, flat bottoms and a host of other technical controversies.

THE BRITISH RACING HERO, From Moss to Mansell, by Derick Allsop (Stanley Paul, £16.99) hit the market last summer but was a popular-seller during the winter. It is a celebration of 40 years of Formula One and a tribute to the drivers who helped carry Britain to the forefront of motor racing, recording not only their triumphs, but also their backgrounds, personalities and motivations. They include Clark, Hawthorn, Moss, Stewart, Hunt, Watson, Warwick and Mansell.

THE ANATOMY AND DEVELOPMENT OF A FORMULA ONE RACING CAR by Sal Incandella (G.T. Foulis, £16.95) was published in its third edition last autumn. Like its predecessors this edition explains in layman's terms the evolution of the F1 car, season by season, from 1975 to the late 1980's. Every aspect of the technical side of the car is covered in great detail, making this one of the definitive books on the subject.



TRACK PASS, A Photographer's View of Motor Racing 1950-1980, by Geoff Goddard and Doug Nye (Crowood Press, £29.95), is a feast of photography from one of motor sport's top photographers, Goddard, with words from Nye. It is a beautiful, evocative and historic book.

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| ACROSS | | DOWN | |
| 7. Hooker | 8. Walker | 1. Chicane | 2. Lotuses |
| 10. Courage | 11. Innes | 3. Delay | 4. Barilla |
| 12. Noel | | 5. O' Kane | |
| 13. Snell | 17. Puolo | 6. Prost | 9. Jean Alesi |
| 18. Zero | 22. Arrow | 14. Warwick | 15. Renault |
| 23. Stewart | | 16. Boutsen | 19. Caffi |
| 24. France | 25. Willie | 20. Treat | 21. Denis |

I'M THE CHAMPION
I'M THE CHAMPION
HELLO AL! BABY HOW'S
IT GOING MY OLD MATE.

OH @#%!!?

PRIZ EDITION



the most important factor
 in determining the
 success of a team is the
 quality of the driver. It's
 not just the driver's
 talent, but also the way
 he or she can handle the
 pressure of the race.
 The driver must be able
 to think clearly under
 stress and make quick
 decisions. The driver must
 also be able to work
 closely with the team
 to develop a strategy
 that will give them the
 best chance of winning.
 The driver must be able
 to handle the physical
 demands of the race, as
 well as the mental
 challenges. The driver
 must be able to stay
 focused and motivated
 throughout the race.
 The driver must be able
 to handle the pressure
 of the race, as well as
 the physical demands of
 the race. The driver must
 be able to work closely
 with the team to develop
 a strategy that will give
 them the best chance of
 winning. The driver must
 be able to handle the
 pressure of the race, as
 well as the physical
 demands of the race.

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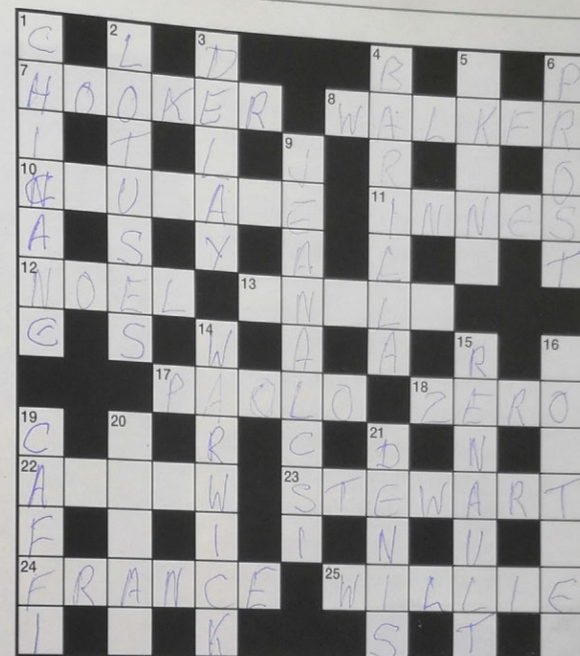
Marlboro

78/71... A CLEAR DECISION!

ACROSS

- DOWN

1. Artificial barrier on a motor-racing course (7)
2. Warwick and Herbert drove them last year (7)
3. Bad weather can do this to a Formula One start (5)
4. See 17 Across
5. Dene is New Zealand's top snooker player (5)
6. He lost the 1984 World Championship by half a point (5)
9. He missed the 1990 Japanese Grand Prix due to a neck injury (4,5)
14. David Tremayne said his behaviour during the 1990 Spanish Grand Prix was 'the most uplifting thing I have seen in motor racing' (7)
15. Nigel Mansell will be relying on these engines in 1991 (7)
16. He finished sixth in the 1990 World Championship (7)
19. He won his only 1990 points at Monaco (5)
20. 'You have to death like any other part of life' (Tom Sneva - Indianapolis 500 winner) (5)
21. Hulme, the only New Zealand world champion (5)



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FOR 20 YEARS,
HE'S HELPED US MAKE
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At some point in its life, every new
Pirelli tyre design has to face a truly
daunting test.

Its name is Signor Mantovanelli.

A driver with nerves of steel and the
right foot of a baby elephant, Signor
Mantovanelli has been putting tyres
through their paces at Pirelli's unique

research track
near Milan for
more than 20
years.

Whether he's
testing for grip in the wet at speeds
that would make Mansell offer up a
small prayer, or braking murderously
on roads surfaced with Italy's treacherous
'porfiro' cobblestones, Signor
Mantovanelli is able to tell the Pirelli
designers what none of their banks
of electronic equipment can ever
quite reveal. What a new tyre feels
like to a driver.

It's just a small part of Pirelli's
research and development, which
takes a full six years to hone a Pirelli
tyre to perfection.

Every tread pattern, for example,
is minutely analysed to get the best



resistance to aquaplaning, while
keeping road noise to a minimum.

What drives the design team on is
the knowledge that any new Pirelli has
to mark an improvement in safety,
performance, comfort and economy.
And to win just as many admirers
among the world's car manufacturer's
as its predecessors.

A tall order, considering that the
Pirelli design studio has already been
responsible for such landmarks as the
world's first run-flat tyre. And the first
commercially available low-profiles.

Now they appear to have set them-
selves another standard with the
mould-breaking Pirelli P2000.

A tyre that brings low-
profile technology within
the reach of the every-
day driver.

And a worthy addition
to a Pirelli range currently
fitted as standard on
anything from a Ferrari to a Mini.

In fact, it seems that a lot of drivers
out there already owe a vote of thanks
to Signor Mantovanelli.

After all, if he didn't drive on Pirelli
tyres so badly, they might not drive on
them so well.



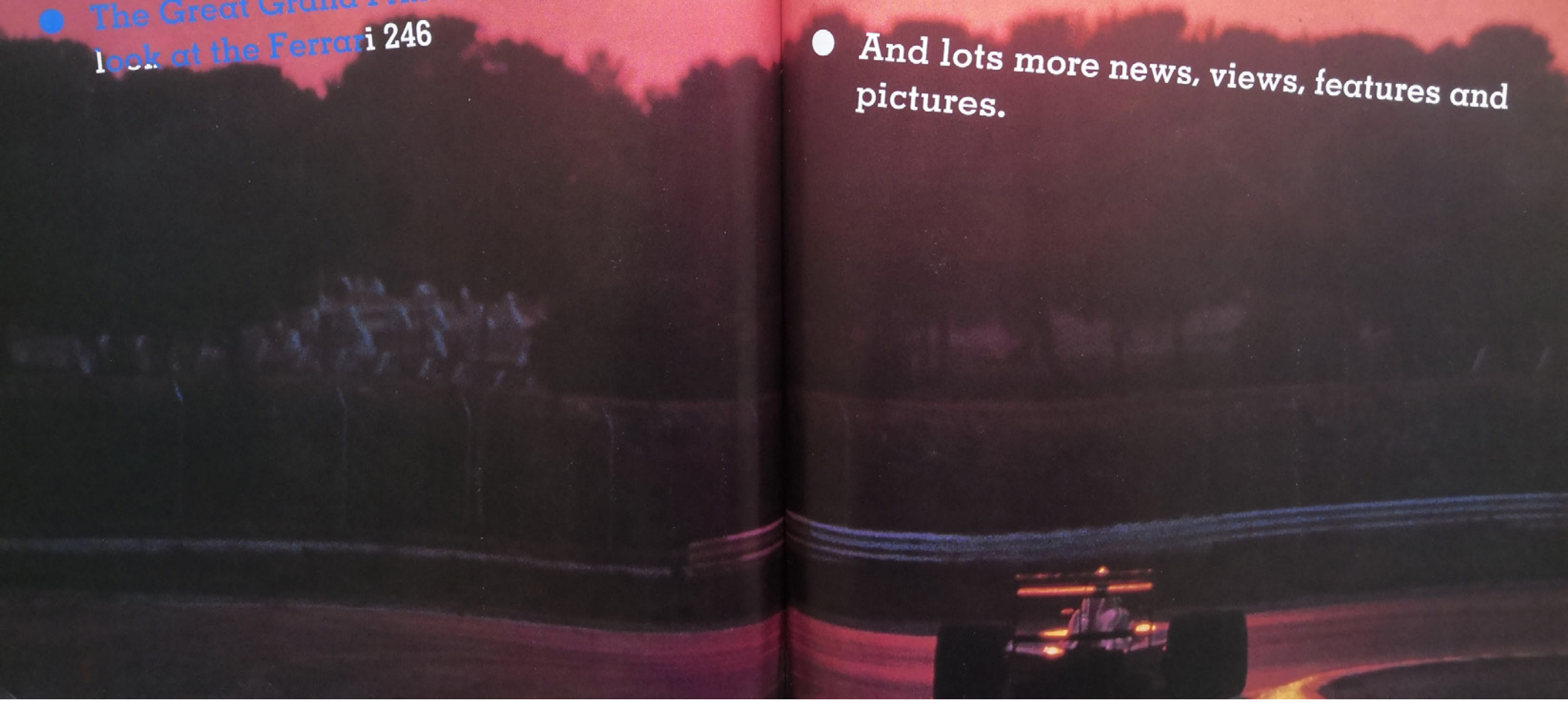
PIRELLI

GRIPPING STUFF

Next month in Grand Prix Editions

- Phoenix: full report and pictures from the U. S. Grand Prix
- Team focus on Brabham - Yamaha
- The Great Grand Prix Cars - a close look at the Ferrari 246

- Plus all the latest views from Gerald Donaldson, Alan Henry, Eoin Young and Jumbo
- Expert inside talk from John Watson and Eddie Jordan
- And lots more news, views, features and pictures.



THE LAST WORD: CLOSE-SEASON GOSIP FROM OUR BIG-EARED FRIEND

As I swung open my garden gate I was surprised when my own dog tried to savage me, puzzled by the fact that my children ran screaming into the house having failed to recognise their pater obviously not so familiar. My wife looked flustered, but not as bothered as a gentleman, bearing an uncanny resemblance to the milkman, who performed a very tidy double somersault with pike as he leapt from my bedroom window. I would have awarded him a perfect '5' but for the fact that he still had his trousers around his ankles. After trekking around the globe in pursuit of the Grand Prix circus, my return from Australia was typical of the sort of homecoming that awaits many a hack. Which could explain the rather sombre mood on the Singapore Airlines flight back to Blighty after the Adelaide Grand Prix. "Songs For Suicide" by Leonard Cohen seemed to be a big favourite on the personal stereos

whiled away the time between connecting flights in Singapore by playing with a radio-controlled car that they had purchased in one of the many duty-free emporiums in the airport. Showing a degree of ingenuity that no doubt contributed to the Benetton team winning the last two races of the season, they had modified the vehicle by covering it with a suspicious-looking brown cardboard box. Then, from a hiding place behind a convenient pillar, they proceeded to steer it towards groups of passengers waiting in the departure lounge. Reactions ranged from panic at a suspected terrorist attack, through "I must be on Candid Camera", ending with "This Singapore beer must be strong if it makes the luggage move".

The four months between the end of one season and the start of the next represent a difficult time for the F1 pros used to a diet of air travel, alcohol and

of these events is the FISA prize-giving held in Paris. Well scrubbed and DJ'd, the drivers, team bosses and other glitterati of the F1 world looked as though they were taking part in a remake of "The Godfather" and to reinforce this Hollywood smile Ron Dennis arrived late (FISA fine unknown) to collect McLaren's Constructors' Championship award with enough gel on his hair to bear an uncanny likeness to a maniacal Jack Nicholson in "The Witches Of Eastwick". Presiding over this orgy of back-slapping taken to the extreme where it should more accurately be described as a mass Heimlich Manoeuvre, was Jean-Marie Balestre, who spent the evening displaying that famous smile that can light up a room, much like an electric chair. At the end of the ceremony he called on Mr. Honda himself to come up and receive a special gold medal previously awarded to Messrs. Ferrari and Porsche. The importance of this award was slightly devalued by the fact that on the same night similar awards were made to Mr. Bernard Ecclestone and Mr. Frank Williams and, in a gesture that typifies FISA's head-in-the sand attitude, Frank, whose physical disabilities are known to you all, was presented with a canteen of cutlery. The smile rapidly vanished from Balestre's face when he realized that Ferrari had staged a mass boycott of the event. Pity their poor press officer Marino Varenco, who had the unenviable task of making the excuses to the President. The two gentlemen had the misfortune to meet in the lift in between the prizegiving and the dinner. Nobody knows what Varenco said; maybe he had a note from Fiorio's mother asking him to be excused games because of a bad head cold or a message that Prost's dog had eaten his homework, but Balestre was clearly heard getting upset, telling the poor Ferrari man to go away and leave him alone before he called the security guards in an attempt to get him elevated from the elevator

causing the dinner to be delayed by 20 minutes.

The relocation of the French GP from sunny Richard to Magny Cours, near the aptly-named town of Nevers, was roundly condemned by most people so it was with some relish that the Ricard press officer recounted how she had recently taken a 'phone call from Mr. Ecclestone's office asking for hotel rooms for this year's race, only to have to point out that FISA, of which Mr. E is the Vice-President, had taken the race away from them.

Many of the speeches at the FISA party referred to the fact that the Australian race was the 500th running of a Grand Prix and Adelaide certainly provided a happy end-of-term atmosphere. This was helped by the fact that co-authors Prost and Senna had already settled their championship battle by reaching Chapter Two of their book "101 places to park an F1 car at Suzuka". Only Prost did not join in the fun; walking out of driver briefings and refusing to talk to the press. After the race, Pino Allievi, the doyen of Italian writers, was struggling to find something to say about Prost when he noticed that the TV monitors were showing Cher's racetrack concert. His Latin blood boiling with lust, he asked who she was, where she was staying and what her room number was. When his colleagues pointed out that she was far too famous to bother with the likes of him, Pino exploded: "I tell you, I have more chance of getting my way with her tonight than of getting an interview with Prost."

As I walked past, the Arrows trackside office, I was puzzled by the sight of one of the team apparently talking to a box on the desk. It transpired that, with budgets running low, their phone had been locked in the box. Receiving an incoming call, but unable to find the key, the hapless engineer had to shake the box until the receiver fell off and then shout instructions

to the caller to ring back later, when the key had been found. High-tech stuff this Formula One business!

Back at the posh end of the pit lane, I spotted James Hunt standing behind one of the McLarens at the moment when the Honda crew were firing up the engine at the start of the race morning warm-up. "Come and stand here for five minutes" he said. When the time was up he asked me how I felt and I admitted to experiencing a pleasantly light-headed sensation. "Yes, bloody marvellous isn't it?" says James. "If only I could find some way of piping these fumes through my house. And the best thing about it is that the Shell boffins

I have more chance of getting my way with her than of getting an interview with Prost

assure me that it is completely legal to comply with the F1 regulations".

Advances in racing car safety and the fact that the drivers are all very fit means that Professor Sid Watkins, who is in charge of medical facilities at all the Grands Prix, doesn't often have to minister to the drivers. However, he is normally the first port of call for anyone in the F1 world who does fall ill at a race. In Adelaide, Goodyear's PR man, Barry Griffin, called on him for treatment of a sore throat. After watching Barry being sent on his way with some antibiotics, the Prof. was asked by an onlooker if he did not have to check for potential allergy to antibiotics before prescribing. A weary Watkins explained that most of his regular F1 customers had something far worse than a sore throat and they weren't so much allergic to medication or even immune to it, but rather they were injured to the stuff. Implying I felt that some of them would do well to make more use of a type of rubberwear not produced by



Goodyear.

Of course, after 16 races, tempers do get frayed and working relationships get stretched to breaking point. I spotted one team administrator looking particularly down in the dumps. I guessed correctly that his problem was caused by the team owner, a man who makes Mussolini seem like a woolly liberal. "Yes, that's the trouble, the boss just treats me like his sexual consultant." Sensing scandal I was intrigued. "What do you mean?" I probed. "Well, whenever I come up with an idea his standard reply is 'When I want your...ing advice I'll ask for it.'"

As part from prizegivings, another traditional inter-season event is the Williams lunch when most of the British F1 press corps are invited down to Didcot to meet Frank Williams. Driving home on the M4 motorway, suitably fortified by no more than the legal limit of Chateau Neuf Du Pape and Chablis, I noticed a police car pulling up a bright red Vauxhall Calibra, fitted with all the trimmings. This was definitely a hot number, a serious-looking machine. I expected to see some yuppie still glued to his cell-phone, step out of the car, so you can imagine my surprise when the culprits turned out to be Messrs. John Blunsden and Alan Brinton, two of Fleet Street's most reputable and, how can I put this, venerable motoring scribes.

Yet another snooping scoop for Jumbo!



LEROY

Will Prost's luck change in 1991?

and one contributor to this publication spent the entire flight listening to "Rubber Ball Come Bouncing Back To Me" while spilling brandy into his word processor.

I came back on the same flight as the Ford Cosworth boys who

adrenalin and so to ease the pain of 'Cold Turkey' which, in this case, is not restricted to Boxing Day, the racing world organises a host of self-congratulatory prizegivings similar to Hollywood's Oscars, and no, the awards are not called "Bernies". Most prestigious

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